

The Mining Journal

AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 573.—VOL. XVI.]

LONDON: SATURDAY, AUGUST 15, 1846.

[PRICE 6D.]

HALLENBEAGLE MINE, CORNWALL.
UNRESERVED SALE OF VALUABLE MINING MATERIALS, AND COUNTING-HOUSE FURNITURE.

MR. TIPPET has received instructions to OFFER FOR SALE, BY PUBLIC AUCTION, on Monday, the 24th day of August inst., at Ten o'clock in the forenoon, at HALLENBEAGLE MINE, near CHACEWATER, the following very VALUABLE MINING MATERIALS—viz.:

- 1 STEAM-ENGINE, 70-inch cylinder, with cast-iron beam, two boilers, and the first piece of rod.
- 1 other STEAM-ENGINE, 66-inch cylinder, with cast-iron beam, three boilers, and the first piece of rod.
- 1 WHIM-ENGINE, 18-inch cylinder, with boiler, iron cage, &c.
- 2 Capstans and shears, with oak axles; 2 cut-heads, oak axles, with pulleys and sheaves, complete; capstan and cut-head ropes, 14-inch and under; whim ropes and chains, of different sizes.

Several fathoms of PUMPS, from 15 inches down to 9 inches.
Working barrels, windboxes, door and door-pieces, H and top-door pieces, stuffings, boxes and glands, plunger-poles, &c.; several horse-whims, a great variety of new and old iron, of various sizes; railroad ditto, with saddles and waggon; punching-engine, screw stocks, ditto taps and plates, 1 40-inch smith's bellows, 2 30-inch ditto, 3 anvils, 2 vices, a great quantity of smiths' and miners' tools; about half a ton of new and old brass, several tons of cast-iron, flat and other rods; sheaves, fagotted strapping plates, of various lengths and sizes, 2 iron winches, new and old rope, junk, hand-screws, iron and other blocks, machine, horse, and wine kibbles, launders, ladders, air-pipes, beams, scales, and weights, dial and stand, a great variety of new and old timber, 3 head-stamps, 22-foot wheel, complete COUNTING-HOUSE FURNITURE, &c.
The above may be viewed on applying to the agents at the mine; and further particulars obtained on application to Captain John Lean, Camborne; or at the office of Mr. Tippet, in Fydar-street, Truro.—Dated August 12, 1846.

MINING MATERIALS FOR SALE.—TO BE SOLD, BY PRIVATE CONTRACT, at TREVELLANS MINE, in the parish of PERRAN-ZABULOE, the following MINING MATERIALS:—

- 1 A 17-inch cylinder STEAM-ENGINE (applied to work double, equal to the duty of a 24-inch), with a boiler of 6 tons.
- 18 Fathoms of 10-inch PUMPS.
- 20 " 6-inch ditto (plunger lift).
- 20 " connection-rods, caps and plates.
- 15 " bucket-rods, &c.
- 2 6-inch whim ropes, and other small ropes.
- A horse-whim, with kibbles, &c., complete.
- Smith's bellows, anvil, a quantity of old timber, and sundry other articles appertaining to the above.

Captain John Marriah, who is on the mine, will show the said materials; and to treat for the same, apply to Mr. W. H. Vice, Truro; or Captain Richard Rowe, St. Agnes.
This advertisement will not appear again.
Truro, July 29, 1846.

THE RE-SALE OF THE FORD ABBEY ESTATE.
IN CONSEQUENCE OF THE PURCHASER, THE REV. LAWRENCE GWYNNE, OF TEIGNMOUTH, HAVING FAILED TO PAY THE REQUIRED DEPOSIT.

THE SALE WILL BE PEREMPTORY.
THE GREAT AND PROUD FEATURE OF THE COUNTRY IS THE FORD ABBEY ESTATE, WITH ITS NEVER-ENDING DELIGHTS, THE INVALUABLE FISHERY, ABUNDANCE OF GAME, AND SPORT OF EVERY DESCRIPTION, AND "THOUGH LAST, NOT LEAST IN OUR DEAR LOVE," THE MAGNIFICENT FINE ABBEY, PRESENTING BY FAR THE MOST CLASSICAL AND CELEBRATED MONASTERY THROUGHOUT ENGLAND. THE PRESENT LOW RENTAL ARISING FROM THIS FINE PROPERTY, INCLUDING THE VALUE OF THE LANDS IN HAND, AND ON LEASE FOR LIVES, IS ABOUT £2000 A YEAR. IT IS NEARLY ALL TITHE-FREE, AND THE TENANTRY BOTH WEALTHY AND RESPECTABLE.

MR. GEORGE ROBINS feels much gratification in having been preferred to OFFER FOR PUBLIC COMPETITION, at the Auction Mart, London, on THURSDAY, the 3d of September, at Twelve o'clock, and in One lot, by direction of the trustees for absolute sale, and in consequence of the Rev. Lawrence Gwynne having become a defaulter by failing to pay the deposit.
THE MOST MAGNIFICENT FREEHOLD INVESTMENT THROUGHOUT ENGLAND. And in the description that necessarily must follow, Mr. Robins, without the slightest affectation, proclaims that he approaches the task with fear and trembling. The herculean task, however, must be performed.

THE FORD ABBEY DEMESNES
are to be traced back to a very distant day, and they have ever since maintained their proud superiority over

EVERY OTHER MONASTERY IN ENGLAND.
It is a splendidly grand and unique building, altogether realising Lord Byron's glowing description of Norman Abbey—

An old, old monastery once, and now
Still old mansion, of a rich and rare
Mix'd Gothic, such as artists all allow
Few specimens yet left us can compare.

EXTENDS TO NEAR THREE HUNDRED FEET.
The order of architecture is in the Tudor style, and may be dated about the time of Henry VIII.; but to describe itself deserves to be felt, to be far beyond the reach of the limited capacity of the composer, and even much wiser heads would be puzzled in the attempt to do it justice—it is indeed

THE GREAT LEVIATHAN OF THE WEST.
Its fame has been held in the highest veneration from generation to generation, and it is now avowed to have no successful rival amid the vast variety of monasteries to be found throughout the country. The first impression on beholding this

ANCIENT AND CLASSIC FINE.
The writer feels can never be obliterated from his memory; his mind on the instant seemed to be subdued into a most devout and religious state—one of absolute wonder—mixed up with boundless admiration; it was a joyous spectacle, but Mr. Robins cannot too earnestly invoke all those who possess a soul congenial with objects of antiquity to go to the Abbey, and then judge for themselves; they will, with one accord, proclaim how absolutely impossible it is to convey in suitable terms the pangoric which would be awarded to it. However, these preliminary remarks must arrive at a conclusion; the form prescribed to the length of an announcement will not admit of more; but the writer promises, in his private capacity, to go to a little historical statement that will be acceptable, at least to the learned, and in such as are well versed in our history; and he is fortunately enabled, by the assistance of a very highly talented lady, to aid the historical account of Dugdale by selections of her own, and guided by a judgment and clearness that has never been held in doubt. To gratify the learned and the curious in distant parts, Mr. Robins has determined to append to the explanatory particulars of the several farms and lands a plan of the whole, with a beautiful drawing of the Abbey.

The situation of this monastery is familiar to most of us. It is on the borders of the three fine counties of Dorset, Devon, and Somerset, 15 miles from Taunton, 3 from Chard, about 50 from Bristol and Bath, and with a delightful ride of 41 hours from London, which the approaching railway through Chard will reduce to about four hours, and also bring it within 50 minutes' ride of Exeter. The county in which the Abbey is placed will not yield to any other. The reader needs not be reminded that, in days of yore, the taste of the monks in the selection of their lands was never questioned, and amidst all the good things of this world, they were remarkable for the accuracy of their judgment.

In selecting the best of everything, even

THE FAT OF THE LAND
ACCOUNTED TOO GOOD FOR THEIR REFINED TASTE.

This princely property is all fringed with inheritance, surrounded by lawns and pleasure-grounds, with gravelled walks between rows of umbrageous trees of great size and stateliness, interspersed with ornamental waters, cascades, and waterfalls sparkling with foam, and here and there a statue to diversify the scene. The Park, which is one of great beauty, is stocked with deer, whose venison has obtained the highest celebrity for its fatness and fine flavour, while the soft and undulating foliage of its magnificent and

TIME-HONOURED TREES

is perpetually deluding the eye into a belief that it was of almost boundless extent, and imparting just such an air of tempered wildness as would gratify the lover of scenery, without offence to those who are inclined to look rather for the evidences of the superintending hand of care and cultivation. Indeed, everything seems to increase the charms of a spot so rich in Nature's beauties. Of the ornamental waters in front of the Abbey, it is recorded—

Before the mansion lay a lucid lake,
Broad as transparent, deep and freshly fed
By a river, which its softened way did take
In currents through the calmer waters spread.

THE RIVER AXE
so renowned by the disciples of Isaac Walton for its piscatory pleasures and delicious trout, winds, in serpentine beauty, through the fair demesne.

Lost for a space through thickets veering,
But broader when again appearing,
It was here that The branching stag swept down with all his herd,
To quaff a brook which murmured like a bird.

It may be asked, "WHAT MORE CAN MORTALS DESIRE?"
The sporting qualities extend to everything a gentleman's heart can contemplate; by the way,

THE MONKS' CELEBRATED WALK
is in high preservation. And to omit a paegey upon

THE ANCIENT TAPESTRY THAT ADORNED THE STATE ROOMS
would approach sacrilege. It really and truly may be accounted the

WONDER AND ADMIRATION OF THE WORLD.
It fearlessly challenges a rival; and the writer is exceedingly desirous that the reader should not for one moment charge his description with being too vivid. He may rest assured there is no right of fancy, but a veritable and unassuming report. This description, it is perceived, has already extended beyond the limits prescribed, and therefore (with lament) the writer ends this very imperfect recital, merely observing that the terms used by the founders of the abbey, when the tendered to the holy fathers her manor of Thorncombe, in exchange for the barren lands of Brightley, stating it to be "well wooded and fertile," are truly appropriate in the present day—in proof thereof, it may be stated, that the Messrs. Fowler, of Grange Farm (the principal estate), bred a horn ewe in 1833,

which weighed 18 st. 4 lb., and for size and beauty it has never been equalled. The tenantry are very respectable, and without one guinea of arrears; indeed, the latter would could not find a place in their vocabulary. The rent is exceedingly low. The demesne extends to nearly

TWELVE HUNDRED ACRES OF RICH MEADOW, PASTURE, ARABLE, AND WOOD LANDS, MOSTLY TITHE-FREE, AND TAXES MODERATE.

Seeing the abundance of unemployed capital (in spite of the railway mania), and the little value of money, the present is a most influential opportunity of possessing an investment in land which is preferable to all others—for, as it regards the alteration in the corn-laws, it has been observed by Mr. Robins, in another notice of sale, a fact which every day renders more and more certain, that

"WE HAVE ALL BEEN MORE FRIGHTENED THAN HURT."
And this fact has been demonstrated in a manner not to be misunderstood; for since this assertion was in type, Mr. Robins has verified it, by the sale of two properties exceeding £150,000, at 30 and 33 years' purchase, on rack rentals.

There are MANORIAL RIGHTS AND PRIVILEGES of considerable extent, and the principal part of the estate is within a ring fence. The neighbourhood is highly respectable; many lords and nobles are amongst those who prefer to domesticate in this admired county—and within a few miles of the abbey, in the adjoining county of Somerset, are the splendid seats of Earl Poulett and Lord Bridport. Markets are everywhere abundant; in fact, Mr. Robins has taxed his ingenuity in vain to try to discover a fault.

The full descriptions, with plans and a drawing of the famed Abbey, are ready, and may be had at the White Lion Inn, Bristol; White Hart, Bath; Castle, Taunton; Chard Arms Hotel, Chard; Mr. Whitaker, solicitor, 12, Lincoln's Inn-fields, London; Mr. Paul, solicitor, The Close, Exeter; Mr. Salter, solicitor, Chard; the Auction Mart; and at Mr. George Robins's offices, London, at One Shilling each, (this being with the sole view to prevent a useless and unprofitable distribution of the full particulars.)

LOTHBROKE MINE.—TO BE LET, for a term, long or short, this well-conditioned and very rich lode of BLACK HEMATITE IRON ORE, averaging about 70 per cent. in its natural state, and which has been proved to make the best bar-iron and steel, equal to the purest foreign metal. The works are within an easy distance of the Bristol Channel, opposite to many large manufactories of bar-iron in South Wales. The mine is in fair work at present, and can be entered upon without any large advance of capital, and will produce any quantity, however large, and is worked by levels, with scarcely any machinery.

A MILL AND FORGE is also TO BE LET, adjoining.
Further particulars, and the ore to be seen, by application to Mr. S. Woolcott, Sandhill Park, Taunton, Somerset.

PENNANT LEAD AND COPPER MINING COMPANY.
NOW IN WORK ON THE "COST-BOOK" PRINCIPLE.

NO APPLICATIONS FOR SHARES in this undertaking will be received after MONDAY, the 17th inst. Apply at the Offices of the Company, 4, Salisbury-street, Strand; or to the Solicitors, Messrs. Pocock and Marston, 10, Norfolk-street, Strand; Charles Godwin, Esq., Stock and Share Broker, 2, Royal Exchange-buildings; or James Lane, Esq., Mining Share Broker, 75, Old Broad-street, City.

HEWAS CONSOLS TIN AND COPPER MINE, CORNWALL.
—This MINE is divided into 1024 SHARES, of £3 each.—Deposit £1 per share. All particulars respecting the remaining SHARES in this adventure, may be obtained on application to Messrs. Linthorne, Jones, and Co., agents to the company, 48, THREADNEEDLE-STREET, LONDON.

BANWEN IRON COMPANY, GLAMORGANSHIRE.
Capital £100,000, in 10,000 shares, of £10 each.—Deposit £2 per share. Payable on complete registration; with two calls of £2 each, beyond which no further calls will be made.

(Registered Provisionally, pursuant to the 7th and 8th Vic. cap. 116.)
SAMUEL BOYD BARNETT, Esq., 17, Dorset-place, Dorset-square
SAMUEL KENTISH, LL.D., Llangerry, Carmarthenshire
CLAUDIOUS ARMSTRONG, Esq., Pencoid-hill, Kidwelly
ALGERNON H. SWIFT, Esq., Crosby-hall-Chambers, Bishopsgate-street, Iron merchant
FREDERICK FOWLER, Esq., Windsor
CHARLES FREDERICK PHILLIPS, Esq., Adam-street, Strand
HOWLAND JAY BROWNE, Esq., Yaysarwed, Glamorganshire, and the Inner Temple, London.—(With power to add to their number.)

Messrs. Spooner, Attwood, and Co., Gracechurch-street, SOLICITORS.
William Martin Wilkinson, Esq., 44, Lincoln's Inn-fields.
SECRETARY—Sydney Pottinger Harris, Esq.

The object of this company is to work the ironstone and anthracite coal of the best quality lying under 337 acres, (nearly one square mile) situated near the Banwen mountains, 13 miles from Neath, and 164 from Swansea, Glamorganshire, and in the immediate vicinity of the well-known Tynycedwyn, Onllwyn, and other highly prosperous iron-works.

The minerals, which have been surveyed by very eminent surveyors, and are proved by working in the adjoining properties to consist of four veins of coal, respectively of 4, 12, 5, and 3 feet in thickness, and veins of iron mine, amounting together to 8 feet in thickness, both the coal and iron mine crop out of the surface of the land; the coal will, therefore, be worked by level, and the mine by patching, without pits or machinery of any sort. There are cheap limestone quarries in the neighbourhood, from which the other works obtain their flux, and building stone and fire-clay are found on the property.

The estate is most favourably situated for transit, as by laying down rather less than a mile and a half of tramway (at an expense of £1200), the works will be placed in communication with the Swansea Canal, and the South Wales, Swansea Vale, and Vale of Neath Railways, and with the ports of Swansea, Neath, and Britton Ferry; there will, therefore, be the most ample means of transit to all parts.

It is proposed to erect six smelting furnaces, each 34 feet high, which will turn out at a low average of 14,000 tons of pig iron per annum, the cost of these (which may be completed within six months), with the necessary offices, including the expense of opening out the mine, the shares allotted to the lessee for his interest under the lease, and a sufficient sum in hand as working capital, will not exceed £1 a share, beyond which no calls will be made.

From the coal and ore cropping out on the surface, the economy of patching and level working, and the facilities of procuring limestone, iron may be made (including wear and tear of the plant and works, and the expense of management) for 27. 10s. per ton, (see the prospectus and estimates); and reckoning a sale of the iron at 47. per ton merely, (it is now worth upwards of 51. per ton), the return would be above 35 per cent.; and as at the worst time anthracite pig has not sold at less than 31., which would leave a net profit of 7000., it follows that under any circumstances the return upon the capital must be very large, varying from 124 per cent. upwards.

It is quite unnecessary to touch upon the prospect of the iron trade, as the ordinary supply is only equal to the ordinary demands, and there is an additional demand of at least 3,000,000 tons (two years' entire make) for English railways alone, hanging over the market. Indeed the dividend of 20 per cent., declared by the New British Iron Company at their last meeting (see the report in the Mining Journal of July 11, 1846), sufficiently shows the prosperity of the trade. The liability of shareholders will be limited by the deed of settlement, and by the incorporation of the company to the amount per share to be called up—viz. 6s. per share. For a more full detail see the prospectus and estimate, which may be had, where plans of the property and the minerals, surveyor's report and sections and specimens of the minerals, may be inspected.

Applications for shares, with a reference in the usual form, may be made to Mr. T. Thomas, mining agent, 80, Old Broad-street; to the secretary, S. P. Harris, Esq., at the offices of the company, 23, Threadneedle-street; and to the solicitor, W. M. Wilkinson, 44, Lincoln's Inn-fields.

MEDLYN TIN AND COPPER MINES COMPANY.
ON THE COST-BOOK SYSTEM.
In 2560 shares, of £10, and in certificates of five shares each.
Deposit £3 per share.
£1 payable on receipt of certificate, and the remaining £2 in instalments of £1 per share, when called for.

These MINES are situated in the parish of WENDRON, and county of CORNWALL, equidistant between the port of Penryn and the town of Helston—thus admitting of the supply of materials to the mines at a very moderate rate of cost.

This sett is held under a new lease for 21 years, from the Duchy of Cornwall, at dues of 1-15th produce, whilst worked by water-power, and 1-18th when worked by a steam-engine; and comprises some eight or nine very rich and promising tin and copper lodes—running east and west through the sett—and from which considerable returns in tin, of the finest quality, have been raised during the present and former workings.

In consequence of the mines cutting right during the last working by private individuals, an influx of bottom water was cut, which overpowered the water machinery, and renders the erection of an efficient steam-engine now necessary.

To accomplish this object, and for the purpose of raising sufficient capital to meet the required expenditure, as well as to prosecute the working of the mines with effect, the proprietors have consented to dispose of one-half share in the said mines, and to place the whole under the management of a highly respectable company, now under formation.

Applications for prospectuses, and a limited number of shares, may be made to the committee of directors, at the offices of the company, 35, Moorgate-street, where specimens of the produce, in tin ore and black tin, may be seen, and every other information obtained. Medlyn Tin and Copper Mines Company, Offices, 35, Moorgate-street.

CHATHAM NICKEL AND COBALT MINING COMPANY.
SITUATE AT CHATHAM, STATE OF CONNECTICUT, UNITED STATES.
Capital £20,000, in 4000 shares, of £5 each.—Deposit £1 per share.

This company is incorporated pursuant to the law of the State of Connecticut, which limits the liability of the shareholders to the amount paid upon their shares.

"The ores have been analysed by eminent practical chemists of both England and America, and have been found to average 18 per cent. cobalt and nickel—about 8 per cent. cobalt, and 12 to 18 per cent. nickel."

Application for shares, and full particulars, to be obtained to the solicitors of the company, Hall Terrell, Esq., 30, Basinghall-street; and of Mr. E. Little, stockbroker, 11, Warndon-court, Throgmorton-street, London.

JAMES LANE, MINING SHAREBROKER,
75, OLD BROAD-STREET, LONDON.

JOHN HARVEY, SHAREBROKER AND ASSAYER,
LISKEARD, CORNWALL.

WILLIAM TRENER, DEALER IN RAILWAY AND
MINING SHARES.—ESTABLISHED TEN YEARS.
OFFICES, No. 50, THREADNEEDLE-STREET, LONDON.

PAUL RABEY, JUN., AND CO., MINE AND RAILWAY
SHARE AGENTS.
OFFICE—No. 13, COPTHALL-COURT, LONDON.

MESSRS. LINTHORNE, JONES, AND CO., STOCK,
MINING, AND SHARE AGENTS,
Every information will be afforded as to the markets and prices of the above, by application (post-paid) at their offices,
48, THREADNEEDLE-STREET, LONDON.

WILLIAM H. SMITH, MINING SHARE AGENT,
10, WARFORD-COURT, THROGMORTON-STREET.

SHARES in many valuable MINES FOR SALE, and every information will be afforded, on application.

WILLIAM FOX AND SON, No. 53, CASTLE-STREET,
LIVERPOOL, have always on SALE PIG-IRON, RAILWAY BARS, CHAIRS, and IRON of every description.—TIN PLATES, WIRE, &c.

MINING OFFICES, No. 1, ST. MICHAEL'S-ALLEY,
CORNHILL, LONDON.

Messrs. WATSON & CUELL have received instructions to PURCHASE SHARES in East Tamar Consols, South Tamar, Copiapo, East Rose, Alten, Stray Park, and Mary Ann Mines; and have FOR SALE, SHARES in the best DIVIDEND MINES in Cornwall and Devon, paying from 18 to 20 per cent. per annum.

THOMAS P. THOMAS, MINE AGENT AND DEALER
IN RAILWAY AND OTHER SHARES,
No. 80, OLD BROAD-STREET, LONDON.

T. P. THOMAS, in returning his most grateful thanks to his friends for the support they have given him, begs to assure them, that, from his personal knowledge of the leading mining captains and adventurers in Cornwall and Devon, as well as the principal ventures in London and in the country, he is enabled at all times to procure the earliest information as to the alterations in the different MINES, and has every facility for the PURCHASE and SALE of SHARES at fair market prices, without advertising what particular shares he is a buyer or seller of—considering such a mode injurious to his principal.

T. P. T. having lately returned from the county of Cornwall, and having personally inspected the underground workings of many of the mines, will be happy to give any information respecting them.

MINING OFFICES, No. 80, OLD BROAD-STREET
LONDON.—Mr. RYE has BUSINESS to TRANSACT in the following MINES—viz.: Trelawney, Mary Ann, South Trelawney, Condurrow, East Pool, North Pool, South Rose, South Basset, Wheel Concord, Devon and Courtney, Stray Park, West Caradon, East Tamar.

MINING OFFICES, REMOVED FROM 16, CORNHILL,
to 1, THREE KING COURT, LOMBARD-STREET.—Mr. R. TREDDINICK (of Cornwall), having established PRACTICAL AGENTS and CORRESPONDENTS in every MINING DISTRICT, whereby he obtains early and accurate information respecting MINES, proffers his services to capitalists and adventurers in the PURCHASE and DISPOSAL of SHARES.

MINING PROPERTY.—CAPITALISTS who are disposed to INVEST in CORNISH and FOREIGN MINES, will find the present opportunity very favourable for so doing. From large sums having been lately diverted from such investments for railway speculations, standard mines are now selling at prices that will pay the purchaser 30 per cent. per annum for his outlay. There are also other mines that are on the eve of paying dividends, which can be recommended with confidence.

Applications to be made to Mr. JAMES HERRON, mining agent, No. 3, Adam's-court, Broad-street, London.

TO MINING SPECULATORS.—THOMAS LITTLE,
MINE AND SHARE BROKER,
Begg to inform his friends, and speculators generally, that he has BUSINESS to transact in the following SHARES:—Wheal Concord, Devon and Courtney, Condurrow, South Basset, West Basset, Wheal Cleveland, Ting-Tang, Dolcoath, Hawkmoor, &c.—Address MR. LITTLE, HALL OF COMMERCE, LONDON.

FRANCIS PRYOR, MINE AND SHARE BROKER,
COMFOR, GYFFNOAP, CORNWALL.

F. P. returns his grateful acknowledgments for the kind and liberal support he has received from gentlemen connected with the mining interest of Cornwall, &c., and begs to announce, that he has now added to the above business, that of AUCTIONEER and APPRAISER, and hopes, by punctuality and strict attention to the interest of those who may entrust him with their favours, to merit support.

N.B.—Mines inspected, and every information given.
One-half the amount advanced on any goods consigned to him for sale, by auction.
Dated Comford, July 22, 1846.

VIRTUOUS LADY COPPER MINE:
WHEAL BEDFORD COPPER MINE:
TAVY CONSOLS COPPER MINE:
GREAT WHEAL WILLIAMS COPPER, LEAD, & TIN MINES:

THE BUSINESS OF THE ABOVE MINES IS CONDUCTED
at No. 5, BUCKINGHAM-PLACE, STONEHOUSE, DEVONSHIRE, where all particulars may be obtained.
WALTER LOMER, Farmer.

ALLEN MINING ASSOCIATION.—The directors of this association hereby give Notice, that a GENERAL MEETING of the shareholders will be HELD at the offices, Winchester-house, 52, Old Broad-street, on Friday, the 21st day of August inst., at One Two o'clock precisely, for the purpose of receiving the report of the directors, and also a statement of the financial accounts, to the 31st March last. The accounts will be at the office, for the inspection of the shareholders, three days previous to the meeting.

Dated this 4th day of August, 1846.
By order of the board,
EDWARD J. COLE, Secretary.

CONSOLIDATED TRETOIL MINING COMPANY.—The directors of this company hereby give Notice, that the ANNUAL GENERAL MEETING of the shareholders will be HELD at the offices of the company, 8, George-yard, Lombard-street, London, on Tuesday, the 25th inst., at One o'clock P.M. precisely.

HENRY THOMAS, Secretary.
Mining Offices, 8, George-yard, Lombard-street, London, August 8, 1846.

NOTICE TO THE MANAGERS OF MINING COMPANIES,
SMELTING WORKS, &c.

Mr. MITCHELL (late Mitchell and Field) begs to announce, that ASSAYS and ANALYSES of all descriptions of ORES, MINERALS, and FURNACE PRODUCTS, are conducted at his LABORATORY, 23, HAWLEY-ROAD, KENTISH TOWN, to which direction all communications are to be addressed.

N.B.—Instruction in all branches of assaying and mineral analysis as usual.

THE PATENT SAFETY FUSE,
FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDIENT MODE of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:—"I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Cornborne, Cornwall.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE FOR MACHINERY AND AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

PATENT IMPROVEMENTS IN CHRONOMETERS.
WATCHES, AND CLOCKS.—E. J. DENT, 92, Strand, and 33, Cockspur-street, watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1826, 1840, 1842. Silver lever watches, jewelled in four jewels, 6 ps. each; in gold cases, from 25 to 410 extra. Gold horizontal watches, with gold dials, from 8 ps. to 15 ps. each.

DENT'S PATENT DIPLIDIOSCOPE, or meridian instrument, is now ready for delivery. Pamphlets containing a description and directions for its use 1s. each, but to customers gratis.

SEYSEL ASPHALTE COMPANY-CLARIDGE'S
 PATENT—ESTABLISHED MARCH, 1838.
 FOR WORKING THE MINERAL ASPHALTE ROCK OF PYRENEAN SEYSEL.
 A Bituminous Rock, found on the Eastern side of the Alps.
 PRINCIPAL DEPOTS:
 ROUEN, MARSEILLES, AND STANGATE,
 Surrey Side of Westminster-bridge, London.
 The ASPHALTE OF SEYSEL has been EXTENSIVELY USED, since March, 1838,
 for the following useful purposes:
 FOOT PAVEMENTS (public and other) MALT-HOUSE FLOORS
 KITCHEN FLOORS PIGGERIES, &c.
 BASEMENTS—where it is essential to keep
 damp from rising
 GARDEN WALKS AND TERRACES
 CARRIAGE DRIVES
 COACH-HOUSES AND STABLING
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 Bedford-square, London.

Mining Correspondence.

ENGLISH MINES.

BARNSTOWN.—The lode in the 24 ft. level, west of engine-shaft, is much
 the same, 2 ft. wide, producing about 1 ton per fm. In the 18 ft. level end,
 west of flat-rod shaft, the lode is 3 ft. wide, producing 2 tons per fm. We have
 had a great improvement in the end, west of Nangle's shaft—the lode is over
 3 ft. wide, and producing about 2½ tons per fm.; we have driven 3 fms. west
 from the shaft, on this lode. The lode in adit end east is small at present, pro-
 ducing stones of ore. I thought to have shipped a cargo of ore this week, but
 was disappointed in getting a vessel; however, the *Harriet and Anne*, which
 took our last cargo, is again discharged in Waterford, and on her way here to
 lead; she takes 45 tons, which will leave no 10 tons dressed towards another
 another cargo. I could not get a vessel large enough to take the whole, and
 the vessel I had engaged was too weak to take it.—T. ANCOVA: August 8.

BEDFORD UNITED.—At Wheel Marquis, the lode in the 80 fm. level east
 is 2½ ft. wide, composed of spar, prisms, and munda, with spots of ore—a very
 kindly lode. In the 70 fm. level east the lode is 2 ft. wide, producing some
 saving work; and in the bottom of this level the lode is still worth 167 per fm.;
 there has been no lode taken down in the 58 fm. level east. At Ding-Dong,
 there has been no lode taken down. At Wheel Tavistock, the lode in the 47
 fm. level east and west is 2 ft. wide, composed of spar, munda, and ore. In the
 35 fm. level east there is no alteration. The lode in the south engine-shaft, now
 16 fms. 1 ft. 6 in. deep, has not been cut through since my last. In the adit level
 the lode is 18 in. wide, principally gossan and spar.—J. PHILLIPS: August 11.

CALEINGTON.—Johnson's engine-shaft is down 8½ fms. below the 112 fm.
 level—at this level, driving north, we are opening ground that will set at 10s.
 in the 12; in the south end, the lode has not been taken down. In the 100 fm.
 level, driving south, the lode has a kindly appearance, the back will set at 8s.
 in the 12; in the north end, the lode has not been taken down—the wall of the
 same has an improved appearance. The rise in the back of the 90 fm. level,
 and the winze sinking below the 80 fm. level, continue to look much the same,
 opening good tribute ground. In the 80 fm. level, we are opening tribute ground.
 At the north mine, in the 90 fm. level, driving south, we are opening tribute
 ground; in the north end, the lode is producing silver-lead ores. In the 80 fm.
 level, the lode has not been taken down. The count-house shaft is now com-
 plete to the 70 fm. level, the men are now engaged cutting a plat. Our small
 engine, with the crusher and stampheads, will be in course of working in a day
 or two. The last parcel of silver-lead ores, which we expect to ship to-morrow
 (80 tons), have sold at 20½ s. per ton.—J. T. PHILLIPS: August 10.

CARADON UNITED.—Our shaft is now down nearly 2 ft. below the 30;
 as we have some high ground to bring down, it will take us two days, or until
 Wednesday, to accomplish it, we shall have then to ease down the shaft, and
 complete the footway, and this will take the whole of this week, and, on Mon-
 day next, shall commence to cut the plat, which will take a fortnight—on the
 end of this month, the plat will be towards the lode; in all, we expect to have
 7 fms. to drive to intersect the lode; that is, if it continues the same underlay
 as above. We have continually met with fine portions of ore dropping towards
 the lode, since we have been in fixed rock. I am much disappointed in not,
 as yet, having cut the cross-course in the adit. I suppose it has taken a more
 incline dip than what we see it to hill, otherwise we should have had it before
 now. We are still driving east to cut it; and as the ground is a little easier,
 I am in hopes we are effecting it; it is a fine cross-course to hill, and I expect,
 when we can cut it, to have good ground to drive on; and if we should at this
 time drive north, we should be at once in the hard granite; as soon as the wheel-
 pit is cut in the field, I will put down a pit on the back, which I expect will
 be next week.—W. PEXROSE: August 10.

EAST TAMAR CONSOLS.—At Whitson, the 46 fm. level, south of Hit-
 chins's shaft, the lode is very much improved. At the 46 fm. level, north of
 ditto, the lode is just the same as last reported. At the 36 fm. level, north of ditto,
 the lode is 2 ft. wide—a very promising lode. At Furzehill, Harrison's shaft
 is sunk 4 fms. below the 30 fm. level; the lode is just the same as last reported.
 At the 30 fm. level, south of Harrison's shaft, the lode is 3 ft. wide—saving work.
 B. ROBINS: August 10.

GREAT WHEEL ROUGH TOR.—Down Gate, Stoke Climsland.—You
 ask me for some particulars relative to Wheel Rough Tor. It is, indeed,
 the most extraordinary lode I ever saw; and its extent is so great, that it was a
 long time before I could make up my mind that it was a copper lode. It is so
 prodigious, that I could not reconcile my mind to the fact, until I saw distinctly
 the walls on either side taking their regular underlie, and until I found copper
 ore in great abundance in the capel of the lode. The lode was first discovered
 by the appearance of large masses of gossan that projected above the surface,
 which was found to be strewn regular east and west, upwards of a mile in
 length. We shot abroad the large gossan rocks, and found they were running
 deep in the east; we immediately commenced shodding, and, in a short time,
 cut the lode, which we found to be a regular east and west copper lode, run-
 ning about 14° north of east, from 18 ft. to 20 ft. wide, and underlying north
 about 2½ ft. in the fathom; about 5 ft. on the part of the lode there is one of
 the most splendid gossans I ever saw in Cornwall or Devon. The character
 and substance of the gossan is light and soft, full of cavities; in them are to be
 seen beautiful green particles of copper ore. Tin frequently occurs in small
 quantities, and blende is very plentiful—munda is almost constantly present.
 The south part of the lode we have cut into about 4 ft.; it is composed of beau-
 tiful spar and white iron, and also pale yellow munda, with bright yellow cop-
 per; and in the cavities of the lode are found stones of copper ore coated black.
 We have opened on this lode about 150 fms. from east to west, and found it to
 be a regular lode; and at this length we have cut the lode by shodding in
 seven pits. We have cut copper in nearly all of them. In sinking one of these
 pits the water came so quick we were obliged to abandon it; and one of the men
 leaving a shovel in it, the water was so coated with copper, that, in the morning,
 this shovel was taken out of it just the colour of a new penny piece. The
 south wall is a beautiful decomposed granite, which extends nearly a mile
 over the plain before it comes to the Rough Tor Hill; the north wall is a kil-
 las of a soft substance. We have opened on the killass about 20 fms. to the
 westward of the lode, and we find it to be of a very light blue colour, all border-
 ing on the granite. I have, for these last two or three years, been called upon to in-
 spect a great many mines—I should say upwards of 30—in Cornwall and De-
 von; some of them have been in work for years, and others in their infant
 state; and in all the localities that I have visited inspecting these mines, there
 is not one that I should be so inclined to venture in as this.—JOHN SPARGO:
 Superintending Agent.—[We have received the above report from the agent of
 the Great Wheel Rough Tor Mine—a notice of which will be found in an-
 other column. If it be, as is presumed, a continuation of the Wheel Maria
 lode, a great and valuable discovery has indeed been made, and such as will
 restore to the county of Cornwall the palm which, for a time, was won from
 her by the opening of "Wheel Maria."]

GUNNIS LAKE.—I beg to inform you, that Bailey's engine-shaft is 11 fms.
 under the adit level; there has been no lode taken down since my last report.
 W. RICHARDS: August 11.

HARROWBARROW OLD MINE.—The engine-shaft is sinking about 4 ft.
 per week; we are now down about 8½ fms. below the 33 fm. level, and 6½ fms.
 from surface; the 33 fm. level west is driving by six men, about 6 ft. per week,
 the lode in said end is about 18 in. wide, composed of capel, spar, and munda,
 with good stones of copper ore; we have not many fathoms to drive to
 get under C shaft, where we hope, from the appearances above, to get into grey
 ground. We have taken up the adit water, which did formerly run into C
 shaft; since the shaft has been kept dry, the water in said shaft has sunk 3 fms.,
 and is daily sinking. We have holed the Goodluck shaft through to the deep
 adit, and have completed casing the same, and have been driving through it
 since Thursday last. We have a quantity of attle still to draw from the driv-
 ing, rising, cutting plat, &c., which is now complete. We have taken down
 about 3 fms. of the tin lode; the lode through the whole distance is as good
 as was first thought to be. We have been visited by a great many mine agents
 within the last two weeks—they all agree in its being a valuable discovery;
 the lowest estimate set on its value is 35½ per fm.—highest, 45½ per fm. The
 lode is about 4 ft. wide, and there is whole ground over the end, about 14 fms.
 high. We now intend to rise and sink through on the course of the lode, when
 we shall have it convenient for taking up stones; then we shall be able to
 stoop the backs for a quarter of what it cost to drive the end. I observed a cor-
 respondent, in May last, said we are "pretty quiet, and well we should remain so."
 I beg to inform him, we shall begin shortly to make a noise; and if he
 will be kind enough to pay us a visit ere long, I will engage he will not be al-
 lowed to hear himself speak, in the presence of our Tullinwork stamps.—B.
 COOKE: August 12.

HOLMBUSH.—The ground in Hitchins's shaft is much the same as last re-
 ported on. The 120 fm. level, west of Hitchins's shaft, is still in the cross-
 course (ground hard). In the 110 fm. level north, the lead lode is 4 ft. wide,
 composed of spar, prisms, and stones of lead; in the same level driving south,
 the lead lode is of the same character. In the 100 fm. level driving south (from
 the north part), we are still in the country, and have about 4 ft. further to drive
 to get opposite the direction of the lode where it made ore; in the winze sink-
 ing below this level the lode is 20 in. wide, and worth 15½ per fm. In the 100 fm.
 level south the lead lode is 4 ft. wide, composed of spar, prisms, and floukans
 with spots of lead; in the same level driving north, the lead lode is 3 ft. wide,
 composed of spar, munda, and stones of lead. In the 90 fm. level, west of Hit-
 chins's shaft, on the north part, the lode is 12 in. wide, composed of spar and
 stones of ore; in the same level driving south the lead lode is 3 ft. wide, com-
 posed of floukan, spar, and spots of lead; there is no alteration in Bray's rise.
 In the 62 fm. level south the lead lode is 3 ft. wide, composed of spar, munda,
 and stones of lead. We have two pitches now wrought on in the back of the
 100 fm. level, on the lead lode, which are producing some good work.—W.
 LEAN: August 11.

HAWKMOOR.—The lode in the 13 fm. level, east of Hitchins's shaft, con-
 tinues about 2 ft. wide, composed of capel, spar, and munda, with stones of ore
 in places.—P. RICHARDS: August 11.

KIRKCUDBRIGHTSHIRE.—The lode in Crouch's shaft continues to look
 very kindly, but does not seem to improve much for lead; the water has con-
 siderably increased here—I have, therefore, put the men to cross-cut north and
 south, to see other parts of the lode before we sink deeper. In Stewart's shaft
 we have an improving lode, producing 1½ ton of lead per fm.; this shaft has
 been a little delayed in sinking, by putting in some timber—consequently, it
 will require greater part of the coming week to sink to the depth contemplated
 for a level. The lode in the open east appears large, and in a favourable
 strata; but as yet, being so near the surface, little can be said of its composition.
 Eight miners, a blacksmith, and a dresser, have arrived to-day, which may be
 regarded as a timely provision to drive the levels under consideration.—JOSEPH
 BUZZO.—[I consider we have about 7 or 8 tons of lead raised at surface, but,
 from present appearance, our raisings will rapidly increase, when we commence
 driving in another week; a further facility of raising lead will be given, by
 stopping the roof or back of this level as soon as the ends are extended 5 or 6 fms.
 from shaft, provided we have air sufficient—hence the necessity of a water-
 wheel, to which an air machine could be attached.]—*Newcastle-on-Tyne, Aug. 8.*

LEWIS.—At Wheel Nutt engine-shaft, the lode in the 60 fm. level east
 is 20 in. wide, yielding some tin, and very kindly; the lode in the 60 west is
 1 ft. wide, producing some good quality work for tin. The lode in the 50 east
 is 20 in. wide, worth 40s. per fm. for tin; the lode in the 50 west is 2½ ft. wide,
 producing some tin. The lode in the 40 fm. level east is 3 ft. wide, worth
 50s. per fm. for tin; in the cross-cut, west of engine-shaft, at the 40 fm. level,
 we are still continuing to drive, ground harder than usual. The lode in the
 30 fm. level east is 3 ft. wide, worth 40s. per fm. for tin; the lode in the
 30 and east, on south branch, is 10 in. wide, producing some good work for
 tin, working on a tribute of 10s. per fm. for driving the end. We are also
 driving south at this level from Oak shaft to intersect our south lode. Scad-
 den's lode, west of the cross-cut, at the 20 fm. level, is 8 in. wide, unproductive
 at present. The tributaries in the back over are raising some good work for
 copper ore, at 10s. in the 12; we are still continuing to drive the cross-cut
 north, at this level, in order to intersect the lode in Bush shaft. Bosworgie
 Town lode, in the bottom of the adit level, is 13 in. wide, producing some tin,
 and very promising. The lode in Bush shaft is 1 ft. wide, yielding some tin,
 and very kindly.—S. S. NOBLE: August 8.

SILVER VALLEY.—In extending the cross-cut north, at the 40 fm. level,
 we have intersected two parts of the lode—the first, which is about 20 in. wide,
 consists of chlorite, spotted with tin; the other part is about 6 in. wide, and
 is composed of blende and quartz, accompanied by a little tin. The most pro-
 ductive part of the lode, 6 fms. above this level, was discovered contiguous to
 the upper or north wall, which, in my opinion, we have not yet reached. The
 lode at the 30 fm. level east is 1 ft. wide, consisting of quartz, with munda and
 yellow copper ore; in the west level it is about 4 ft. wide, producing a little
 saving work; the lode in the winze, sinking below this level, is 3 ft. wide, com-
 posed almost wholly of quartz, spotted with blende and yellow copper ore. At
 the 20 fm. level west the lode is much the same as last reported, it contains a
 little tin and has a promising appearance; the pitches, on the whole, are a little
 improved. We have inspected and dialled the lode at Old Harrowbarrow Mine,
 said to be worth 50½ per fm. on the value of the tin, and we consider it to be a
 continuation of the lode now wrought on at Silver Valley. At the silver mine,
 the lode in the 10 fm. level west is split into two parts, and is consequently dis-
 ordered; but in the east end it assumes a very promising appearance, with
 spots of lead and grey silver in different parts of it. Oak shaft, near the cross-
 course, is cleared and secured 8 fms.; the lode in both ends of it is uniformly
 regular, with well defined walls; the gossan, of which it is mostly composed,
 contains from 10 to 22 ozs. of silver in the ton of ore. At Wheel Sisters, the
 lode is 2 ft. wide, containing a little silver. We have prepared a small parcel
 of tin for market, and shall at once offer it for sale.—J. PRINCE: August 10.

TAVY CONSOLS.—The adit end at Hocklake is driving by six men, about
 5 ft. per week; the lode is about 5 ft. wide, good saving work. The 12 fm. level
 is driving by six men, about 6 ft. per week; the lode is wider than the end,
 the most of which is munda and ore. We have commenced cutting the plat at
 this level, and find the lode upwards of 6 ft. wide. The lead lode north is about
 15 in. wide, producing about 6 cwt. per fm. We have commenced sinking the
 engine-shaft to cut the lode about 60 fms. deep, but find the ground much
 harder than we anticipated. We have about 10 tons of ore prepared for market,
 and 8 or 10 tons undressed on the floors.—B. COOKE; A. W. MARTIN: Aug. 13.

TRELEIGH CONSOLS.—At the 100, east of Christie, the lode is 3 ft. wide
 worth about 10½ per fm.; it is disordered by a small slide at present; at the
 100, west of ditto, driving west by the cross-course. At the 90, west of ditto,
 the lode is about 1 ft. wide, but little ore; at the 90, east of Garden's, the lode
 is 2 ft. wide, and worth 30½ per fm.; at the 90, west of ditto, the lode is 3½ ft.
 wide, and worth 40½ per fm. In the rise above the 70, west of Good Fortune,
 the lode is 2½ ft. wide, and worth 4½ per fm. At the winze below the 60, on
 the 70, the lode is 3 ft. wide, and worth 6½ per fm. At the 60, west of Sym-
 mons's, the lode is 2 ft. wide, and worth 5½ per fm. At the 50 cross-cut, north
 of ditto, still driving north; at the 50, west of ditto, the lode is 2 ft. wide, pro-
 ducing stones of ore. At the 34, west of ditto, the lode is 15 in. wide, with
 stones of ore, and kindly. At the 20, west of ditto, the lode is 1 ft. wide, but
 little ore. At the adit, west of ditto, the lode at present is small, without mi-
 neral; the west shaft in the country.—W. SYMONS: August 8.

TREWALLACK.—I have this day inspected this mine, and send you the
 following as my report.—The 30 fm. level cross-cut is extended 9 ft. east from
 the engine-shaft, by eight men, at 6½ per fm.—ground favourable for driving;
 there are two branches of spar and prisms intersected in this cross-cut, under-
 lying west from the lode, and leaving down some water. I am not sure, but
 from the underlay of those branches, should not be surprised, if the lode has
 changed its underlay; and if so, in many instances I have found, that an im-
 provement has taken place in the lode, if unproductive before; should this be
 the case, you may intersect the lode sooner than you expect—but if not, I think
 there is 2½ fms. farther to reach it. The 20 fm. level north is driven by four
 men, at 2½ s. 6d. per fm.; lode 4 ft. wide, with a branch of floukan, prisms,
 and lead, 8 in. wide—the remainder of the lode is spar, with small stones of lead
 in it, and the lode is a very promising one. The 20 fm. level south is driven
 by four men, at 1½ s. 6d. per fm.; lode 4 ft. wide, composed of spar, floukan,
 with stones of rich lead, and some blistered munda, and is a lode of great promise;
 this end is 6 fms. north of the shaft sinking under the adit level, and recom-
 mended to be sunk in my last report, and when under the shaft, should rise
 against it, to communicate as soon as possible; six men sinking the shaft under
 the adit south of the 20 fm. level end, at 40s. per fm.; lode 3 ft. wide, com-
 posed of gossan, prisms, spar, with particles of lead, and is promising indeed;
 the adit end south is being driven by three men, at 2½ s. 6d. per fm.; lode 3 ft.
 wide, of spar and gossan; but I believe there is a part of the lode standing to
 the west, and have requested Capt. Ninnis to put the men to cut into it, to
 ascertain its real size, which he promised me to do. In the cross-cut driving
 east, at the adit level, there is a branch intersected, 8 in. wide, composed of spar
 and gossan, but rather in an unsettled state, and underlying west, towards
 the large or main lode, at 25s.

with a north and south lode, about 4 ft. wide—worth 39¢ per fm.; the composition of the lodes chiefly is fluor-spar. I am quite happy in being able to congratulate the adventurers, that, on laying out the small sum of 15s. per share, the mine is brought into a profitable situation; all the machinery required to prosecute the mine will be a horse-wheel—Trelawney engine taking away the water.—N. FAULD: August 6.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINES.—The following is an account of the gold workings for 17 working days, ending May 22:—20 lbs. 5 ozs.

GREAT WHEEL WILLIAMS MINING COMPANY.

At the two-monthly meeting, held at the Prince George Hotel, Stonehouse, on the 5th inst.—Capt. OXLEY in the chair—the accounts were submitted, showing—Received 15s. each on 1024 shares, 768l.; 5s. on 1014 shares, 253l. 10s. 6d.; 1024l. 10s. By balance cost and merchants' bills to end of April, 644l. 15s. 10d.; May, 25l. 16s. 9d.; June, 27l. 17s. 2d.; calls unpaid, 822l.—leaving balance against the mine of 1l. 5s. 8d.—It was then resolved:—"That a solicitor do enforce the first and second calls, amounting to 190l. 5s.—That Mr. Shepherd's resignation of five shares be accepted, and that the same be sold by the purser for the benefit of the company at the most convenient opportunity.—That Capt. Lenn, of Holmhouse Mine, be requested to give a report of the mine, as to its prospects, probable outlay, and mode of working; and that Capt. Keys, Capt. Ormond, and Mr. Lomer, be requested to attend with him, their expenses being paid.—That this meeting be adjourned until the purser can procure the report, and then issue notices."

The following report from Capt. B. Cooke was read to the meeting:—"Since the committee met on the mine, we have shodded over about 380 fms. of ground near Sydenham, thinking to cut the lode we worked on Lomer's shaft, and to see if it was the same that has been cut in Wheal Carpenter, which is a little to the north of us; in shodding, we did not discover any lode worth pursuing, after which we drew out the water from Lomer's shaft, when Capt. Keys and myself thought best to stop all further works at this point, and take out the timber, and carry the same to Cross Park, when we thought we would fork the water, and sink the shaft a few fathoms deeper, and drive south, and cut the copper lode; but, after forking the water, we found the shaft in a very bad state of repair, and for want of more timber we were obliged to suspend this shaft also, since which we have been repairing the deep adit, and have sunk a foot or two in different places in the bottom of the level; we also found this a work of difficulty, and would take a quantity of timber to sink any depth. I have suspended for the present all but two men. Mr. Snell has applied for the map to lay the plan of the exchanged land with Lamherocoe, in the deed, which I have promised to furnish him with after this meeting."

STRAY PARK AND CAMBORNE VEAN MINING COMPANY.

A general meeting of adventurers was held at the mines, on Friday, the 7th inst., when the accounts and report of the mine were presented. The accounts showed the tutwork cost for March, 367l. 8s.; April, 489l. 12s. 5d.; May, 416l. 4s.; June, 381l. 6s. 2d.—1661l. 10s. 7d.; merchants' bills for March, 252l. 1s. 4d.; April, 128l. 16s. 1d.; May, 212l. 17s. 2d.; June, 190l. 2s. 1d.—790l. 16s. 8d.; to tribute pay on ores sold 2d April, 246l. 17s. 11d.; 4th June, 305l. 14s. 8d.; 552l. 12s. 2d.; to subsist advanced on ores, 726l. 5s. 1d.; lords' dues, 194l. 10s.—total, 8925l. 14s. 6d. By balance in hand 3d April, 953l. 15s. 6d.; copper ores sold, April 2, 2102l. 1s. 9d.; June 4, 2565l. 19s. 4d.; tin stuff, 6l. 9s. 9d.—total, 5628l. 6s. 4d. Dividend 1l. per share, 1000l.—leaving balance in hand of 1702l. 11s. 10d.

Average monthly gettings of Stray Park and Camborne Vean miners during four months ending 30th June—tutwork men, 2l. 8s. 7d.; tributors, 2l. 5s. 11d. It was then resolved:—"That the foregoing accounts for the four months, ending 30th June, 1846, showing a balance in favour of the adventurers, amounting to 1702l. 11s. 10d., first being seen and examined by the committee, and this meeting, be, and are hereby, allowed.—That a dividend of 1l. per each 1000th share be, and is hereby, made, and that the same be paid by the purser within seven days from this date."

The following report from Captains R. Eustice and E. Ralph was read to the meeting:—"In the rise, above the back of the 70 fm. level, the lode is 15 in. wide, worth 12¢ per fm.; in the 70 fm. level, driving west, the lode is 2 1/2 ft. wide, worth 18¢ per fm. In the 80 fm. level, driving west, the lode is 1 ft. wide, worth 6¢ per fm. In the 90 fm. level, driving west, the lode is 15 in. wide, worth 10¢ per fm.; in the winze, sinking below the 90 fm. level, the lode is 3 ft. wide, worth 35¢ per fm. In the 100 fm. level, driving west, the lode is 2 ft. wide, worth 12¢ per fm., and in an improving state; in the winze, sinking below the 100 fm. level, the lode is 15 in. wide, worth 10¢ per fm. In the 110 fm. level, driving west, the lode is 10 in. wide, worth 10¢ per fm. In the 120 fm. level, driving west, the lode is 14 in. wide, worth 7¢ per fm. In the winze, sinking below the 130 fm. level, the lode is 1 ft. wide, worth 6¢ per fm. In the 150 fm. level, driving west, the lode is 15 in. wide, worth 10¢ per fm. In the 150 fm. level, driving east, the lode is 2 ft. wide, worth 16¢ per fm., and in an improving state. In the 160 fm. level, driving east, the lode is 10 in. wide, producing good stones of ore; in this level we have to drive 16 fms. farther east, before we shall get under the course of ore gone down in the bottoms of the 150 fm. level, and which is the most valuable lode at the present time that we have ever seen in these mines. In Stray Park Old Mine the water is in fork to the 140 fm. level, at which depth a communication will be made between Stray Park and Camborne Vean Mines within two months from this time. The tribute ground is looking very well, and we have a fair prospect before us of keeping up our samplings."

A neat and detailed tabular statement of the merchants' bills, and the various items of the expenditure, amounting to 790l. 16s. 8d., has been furnished by the purser to the shareholders, which has given entire satisfaction for its conciseness and perspicuity. The agencies, tutwork, and surface work, with every minute expense, allowing for materials charged to the men, are all given under their respective heads, amounting in March to 367l. 8s.; April, 489l. 12s. 5d.; May, 416l. 4s. 6d.; June, 381l. 6s. 2d.—total, 1661l. 10s. 7d.

CONDURROW MINING COMPANY.—At a meeting of adventurers, held at the account-house, on Tuesday, the 11th August, the accounts were presented—showing labour cost for June and July at 617l. 19s. 6d.; merchants' bills and lords' dues, 171l. 13s. 3d.—789l. 12s. 8d.; by ores sold 4th June, 399l. 8s.; tin, 5th August, 59l. 6s. 8d.—488l. 14s. 3s.; deficient, 330l. 18s. 5d.; which, with balance to purser, end of May, 1034l. 1s. 5d., makes 1364l. 19s. 10d.; by call made 9th June, 6l. per share, 768l.—leaving mine now in debt, 596l. 19s. 10d.—It was resolved, that the accounts, having been examined, be and are hereby allowed; and that a call of 6l. per 128th share be made and collected.

EXMOOR ELIZA.—At a meeting of adventurers, held at South Molton, on the 11th inst.—Mr. R. SLEMAN in the chair.—Present: Messrs. J. H. Hitchens, Buttivant, Conway, T. Dunn, G. Trowthick, Cock, M. Dunn, E. L. Elliot, Richard Chant, Snell, Palmer, Trickett, Capt. O. Matthews, &c.—It was resolved:—"That the accounts of the purser, showing a balance in hand of 86l. 15s. 8d., having been examined and passed, and found correct, be passed.—That Captain O. Matthews reported, that the shaft had been sunk about 4 fms., and that although the shaft was 8 ft. by 6 ft., no north or south wall was to be seen—that the shaft contains gossan, mure and ore; and Captain O. Matthews recommended the building of a smith's shop and material house; also, the erection of a water-wheel. It was resolved that the necessary steps to carry out the above, be taken, and that a call of 1l. per 1-256th share be now paid. Two samples from the lode were exhibited, the produce of one being 14s., the other 19s.—[Exmoor Eliza is situated on Exmoor Forest, a lease for 21 years, at 1-15th dues, has been just executed by J. Knight, Esq. The lode at the point where operations are directed is 27 ft. wide, or, as is supposed, the junction of lodes. The back present gossan, mure, and sulphate of copper. There are spots of copper all through the gossan, now taking from the shaft with very good stones of malachite, sulphate of copper, the red, black, and grey oxides, and sulphates of copper interspersed with good stones of native copper. The mine is in a valley; should it continue to improve in sinking, great returns will be made.]

SOUTH WHEEL BASSET.—At a meeting, held 3d August, the accounts showed the labour cost for May and June, as 1831l. 5s. 4d.; merchants' bills, 476l. 8s. 8d.—2307l. 14s.—By copper ores sold May and June (less lords' dues, 144l. 11s. 8d.) 2746l. 14s. 8d.—leaving profit of 489l. 6s. 8d., which, with balance of 1464l. 19s. in hand from last account, makes 1903l. 19s. 8d.; from which deduct dividend of 5l. per share, 640l., leaves present balance of 1263l. 19s. 8d.

WEST WHEEL BASSET.—At a meeting held on the 3d August, the accounts were presented, showing the labour cost for the half-year ending June, as 4657l. 13s. 1d.; the merchants' bills 382l. 6s. 5d.—together 847l. 19s. 6d., which, with balance of 378l. 18s. 8d., due purser at last account, makes a total of 1226l. 17s. 9d.; less by 8th 5l. call, made Feb. 9, 640l., leaves now due purser, 586l. 17s. 9d.—A further call of 5l. per share was made.—The report said,—"There is a kindly lode in the 20 fm. level east, and a shaft sinking below it with excellent stones of ore. Our 40 fm. level is within 10 fms. of it; also very kindly, with stones of ore."

WEST WHEEL TREASURY.—At a meeting, held on the 27th June, the accounts for four months ending June, were presented, showing labour cost, as 657l. 11s. 1d.; merchants' bills, 211l. 4s. 4d.—together 868l. 15s. 5d.—By tin sold March and July, 1092l. 18s. 9d.; copper, April and June, 588l. 11s. 11d.—together (less dues, 38l. 10s. 7d.), 655l. 0s. 1d.; which, with tin on mine, and sundry deductions, 60l. 7s. 10d., balance in hand, March 23, 103l. 9d. 2s., makes a total of 818l. 17s. 1d., and leaving a balance due purser, of 49l. 18s. 4d.—The accounts, having been examined and allowed, it was resolved,—"That, although the prospects of the levels therein described are of an encouraging character, it is considered expedient to defer the erection of additional steam-power, until Wheal Jane lode is intersected, and the levels on the course of the engine lode are further explored.—That a copy of the agent's report be transmitted to each shareholder, with the foregoing resolution.—The following report from Capt. T. Richards was read to the meeting:—"In laying before the meeting a report of this mine, I beg in the first place to refer you to the cost-book for

particulars of the accounts, by which it will be seen, that there was a balance of 1037l. 2s. 2d. in your favour, at the end of January last. The sales of copper for the credit of this account only amount to 563l. 11s. 11d., and tin, 1642l. 8s. 5d., leaving a loss of 497l. 18s. 4d. to the end of May; but, as the sale on the 9th of July last (for two months) produced nearly as much as the four preceding months, I hope, when the accounts are closed to the end of September, to liquidate the present debt of 497l. 18s. 4d., and leave a balance in the purser's hands. The engine shaft is sunk to the 40 fm. level. The lode in the bottom of the shaft, when suspended, had a better appearance than for some fathoms above. The 40 fm. level end is now disordered, by the intersection of Hicks' lode; it has been extended west of shaft 37 fms.—and in driving which, we have passed through copper ore ground for 25 fms. in length, that have worked thus far at an average tribute of 5s. in 1l. The 40 east has been extended 56 fms. from shaft. In that distance there are three branches of copper ore, making together 25 fms. in length, that have been wrought at an average tribute of 6s. 8d., but what remains will be taken away for 3s. 6d. or 6s. in 1l. The present end is not so productive as it has been. The 30 fm. level is extended to Field's shaft, where the lode is here, to intersect which we are driving a cross-cut. Field's shaft is sunk 7 1/2 fms. below the 20, and is now in course of sinking to the 80, through a very promising ore lode, which, when communicated to that level, will leave fair tribute ground. There is a winze sinking below the 80 (6 fms. behind the 40 end), the lode in which is 1 ft. wide, containing a good bunch of ore. The 20 fm. level is extended east of Field's shaft 20 fms., through a lode small and poor. The 20 and 30 fm. levels have been driven within 30 fms. of Lambo old workings, through productive ground. The other operations have been confined to cross-cutting south at the 20 fm. level, in extending which for 100 fms., three copper lodes or branches were intersected, and developed to a certain extent, but without any productive result at this depth. We have also cut the tin lode in the present eastern end, which varies from 2 to 4 ft. wide. The 20 and west is being driven through tin ground; also the 20 east of Wild's shaft, but not with that success which we anticipated. After driving 15 fms. further east, we purpose cross-cutting south 12 fms., to intersect Wheal Jane lode, which is the main feature of interest in this direction; and, from its appearance in the adit level, I may with reason calculate on some benefit from this quarter."

WHEAL BREWER.—At a meeting, held at the mine, on the 4th August, the accounts were presented, showing the labour cost for April, May, and June, to be 226l. 7s. 11d.; merchants' bills, 118l. 18s. 1d.—together 345l. 6s.—By sales of copper and tin ores (less dues, 87l. 12s. 4d.), 526l. 12s. 11d.—showing profit of 181l. 6s. 11d. to which add balance at last account, 150l. 0s. 8d.—making a total of 331l. 7s. 7d.—By dividend of 2l. per share, 240l.—leaves balance in purser's hands, of 91l. 7s. 7d.

WHEAL KAYE.—At a general meeting, held at the mine, on the 31st July the accounts—showing balance against the adventurers, of 427l. 18s.—having been examined and passed, a call of 5l. per share was declared.—The following report from Capt. R. Eustice was read to the meeting:—"At the 20 fm. level, we have driven the cross-cut north 26 fms. 4 ft. 9 in., and intersected the north lode, which, at the point of intersection, is small and unproductive; we have driven eastward on it 2 1/2 fms., and in the present end it is about 8 in. wide, containing good stones of ore, and with improving indications. About 12 fms. west of the cross-cut there is a flooken, and on the other side of the flooken, in the adit level, is the most promising part of the lode, being 20 in. wide, and composed of mure, spar, white lead, and good stones of ore. In the course of a couple of months the 20 fm. level will be in under this part of the lode, and from which we have reason to expect something better than we have yet seen. At the 20 fm. level we have driven the cross-cut south 32 fms. 2 ft. 7 in., and have intersected the south lode, which, at the point of intersection, is small and unproductive. We have to drive a considerable distance eastward before we shall get under the promising part of the lode opened on at the adit level. In the 20, 30, and 40 fm. levels, on the middle lode, we have driven nearly 100 fms., and though we have met with some good bunches of ore, they have nevertheless been of too short duration to yield us much profit. The engine shaft we have sunk 16 fms., and which is now down to the 50 fm. level, at which depth we have opened nearly 7 fms. on the course of the lode, and it will average 3 tons of good ore to a fathom from end to end. From the present prospects in the 50 fm. level, we are justified in expecting that we shall rise sufficient ore during the next two months to pay the cost of the mine; and should the lode continue to lengthen away east and west, in its present productive state, and to hold in depth to the 60 fm. level, before the end of the year the mine will be giving a fair profit."

[FROM A CORRESPONDENT.]

BALESWIDEN MINE.—This mine is situated in the parish of St. Just, in the county of Cornwall, and comprises an extensive set of 1200 fms. in length, containing several rich tin lodes. There are two steam-engines for drawing the water; two steam whins, and a large steam stamping engine, working 96 heads of stamps, together with every other necessary buildings and erections. The mine is divided into 1624 shares, and the outlay has been about 18,346l., being 11l. 6s. per share; she has for the last three years realised good profits, and still continues to do so; during the past year the profits were about 4000l.; on the whole, the mine never appeared better, with prospect of a considerable increase of returns. There is a superior lode in the two bottom levels, and the sump, than has ever been seen before—a course of tin about 8 ft. wide. On Friday last (the 7th), was the two months setting day, the number of men on tribute was 265; and in order for these tributors to get wages, according to their various takes or pitches, they must break and return 50 tons of tin per month. The average quantity of tin sold, for some years past, has been from 40 to 50 tons per month; and the amount received for sales of tin in the last year, was 30,360l. The value of the engines, materials, and tin stuff, on the mine, at the present time, is worth 16,000l. The profits for the last six months have been 20,400l. 11s. 3d.

COOMBLAWS (near Callington).—A few men have been employed during the last 12 months in opening the lodes in this mining set, and some very rich discoveries have lately been made. There are altogether nine lodes, in three of which fine silver-lead ores have been raised, worth, as proved by assay, from 20l. to 22l. per ton. Several tons have been brought to grass, and the appearances are altogether of a highly encouraging character. It is intended to get a steam-engine immediately for draining the various lodes, and there is excellent water-power for dressing the ores. The shares are at present in few hands.

GREAT WHEEL ABRAHAM AND CUTHBERT MINES, IN CROWAN.—These mines, situate midway between Camborne and Helston, have recommenced working by a most respectable London and Manchester Company. About 20 years ago, they were the most productive for copper of any mines then at work, leaving large profits to the adventurers; and from the improved manner of making ores marketable, and other improvements in machinery, they are said to be likely to remunerate the company with large profits. The management is under the superintendence of James Fegan, Esq., and Capt. James Crase, in whose ability and integrity, the greatest confidence may be placed.

GREAT WHEEL ROUGH TORR CONSOLS.—This extensive set is situated in the parishes of Davidstow and St. Clether. It is about five miles west of Five Lanes, six miles east of Camelford, and about one mile north of the well-known lodes of Rough Torr, and Brown Willie. The discovery of this lode, one of the most important events which have ever occurred in Cornwall. The lode, upon the surface, presents indications, which, for extent and richness, are positively without parallel in the annals of mining. It is presumed, by most experienced miners, to be the Wheal Maria lode, being in a direct line west, taking its origin in, and making its bold escape from beneath, that most extraordinary mass of granite, the Rough Torr; thence extending itself in an easterly direction towards the celebrated Wheal Maria, the Rough—Torr Hill, the very back-bone of Cornwall, being upheaved to release this gigantic influence, and thus becoming a most conspicuous and worthy origin of the champagne lode of Cornwall and Devonshire. The lode was discovered by the existence of large masses of gossan, which projected above the surface, assuming the appearance of the ruined foundation of an immense wall, about 20 ft. in width, and maintaining an undeviating line east and west upwards of a mile in length, and clearly traceable upon the surface of the country. These rocks of gossan, many of which contained from 40 to 50 cubic feet in a stone, were deeply embedded in the overburthen. On being shot abroad, they were found to be the back of an immense and regular east and west copper lode, carrying two regular walls—averaging throughout the whole set from 18 feet to 21 feet in width, and underlying north about two and a half feet in the fathom. The lode was then opened by shodding in seven pits, extending about three-quarters of a mile on the line of the lode; in all of the pits the indications are most splendid. The lode on one side is composed of gossan of the richest description, interspersed with small veins of rich copper ore; on the other side it carries a beautiful spar, impregnated with pale yellow mure, deep yellow copper, and occasional stones of copper, coated black, with frequent stones of greens and peacock ore. The greatest depth obtained in either of these pits is about 4 fms. from the surface, and yet, at this depth, the indications of the lode are such as have rarely been met with at 15 fms. or 20 fms. in the richest mines yet known in Cornwall. An adit is now being driven to unwater the lode, at about 5 fms. in the valley; at this depth the lode will be cut entirely through, for the purpose of developing its size and underlie; a perpendicular shaft will then be sunk; and, from the rapid changes and improvements which have taken place in the character of the gossan and the ore in the pits already sunk on the lode, it is confidently expected that abundance of ore will be returned from the 20 fm. level. This adventure is divided into 512 shares—the dues are 1-15th—the mine is worked on the cost-book system; and, from its present indications, it is not presumptuous to predict a result equally splendid and important with the celebrated Wheal Maria, of which it is evidently the origin.

SOUTH FRIENDSHIP WHEAL ANNE MINE.—This very promising and extensive mine is situated north-east of Tavistock, close to the River Tavy, and about a quarter of a mile south-east of that celebrated mine, Great Wheal Friendship, which has been, and yet is, one of the richest mines in the counties

of Cornwall and Devon. This set includes a mine, formerly known as South Friendship, where a shaft was sunk several years ago, and where they then drove about 50 fms. east and west, through good tribute ground, but having, in driving their levels, been obstructed on the east, by the extensive cross-courses which passed through the Great Wheal Friendship Mine, and having also met with another formidable cross-course to the west of the engine-shaft, which have the lode, and terminated their operations on that side also; and having failed in their attempts to cut the lode on the further side of either of these cross-courses, the mine was abandoned, although the ores returned between these cross-courses were of most excellent quality. About 12 months ago, the lode was cut on the eastern side of the large cross-course, and on the opposite side of the River Tavy, to the South Friendship Mine; a set of this ground was immediately obtained, and a company was formed, under the title of Wheal Anne. It then appeared advisable to the adventurers in Wheal Anne, that a set of the ground formerly belonging to South Friendship should be added thereto; and that an attempt should be made to discover the lode in that set also, westward of the cross-course, which had been the cause of the former failure. A grant of this property was, therefore, obtained, and the two sets now form the mining adventure, called South Friendship Wheal Anne. The favourable indications of these combined sets induced the present company to decide upon the most vigorous operations; and, in driving up a lobby, for the erection of a large water-wheel, the lode was cut upon the western side of the cross-course, which terminated the operations of the late company. The lode is, therefore, now cut east and west of the two cross-courses, within which the former operations were embraced; on either side the lode is running into a settled country, with a beautiful channel of ground, and presents the most flattering prospects of a course of operations, of nearly two miles on the line of the lode. On the eastern, or Wheal Anne, side, a shaft is now sinking to cut the lode at 30 fms. On the western, or South Friendship, side, the old shaft will be used, and the lode, as now discovered, will be reached by a level of about 15 fms. from the former end. A water-wheel, of 40 ft. in diameter, and 10 ft. in breast, is now erecting, by which it is intended to work both shafts, which are about 120 fms. distant from each other. The lodes in both these sets are parallel with the lodes of the Great Wheal Friendship; they have the same strata of ground, which is a beautiful killas, lying at the bottom of the surrounding granite hills; they have also the same cross-courses, which have proved so productive in the Great Wheal Friendship Mine. On both sides, where the lode is now cut, it presents indications of the most flattering description; the lode is about 4 ft. wide. On the Wheal Anne side it has been opened on to some distance; and, as long as they drove on the course of the lode, they constantly broke large stones of mure, spangled with copper, from 300 to 400 lbs. weight, as also large stones of nearly solid copper, from 20 to 30 lbs. weight in a stone. In sinking the engine-shaft through the country, numerous strings or leaders of copper ore, from half an inch to one inch in thickness, are constantly intersected—all of which appear to be dipping into the lode, at about 20 fms. from the adit level. There is also upon the hanging wall of the lode a regular branch of lead, producing stones of solid lead about 10 lbs. weight in the stone, and upon the back of the lode stones of silver, nearly solid, can be broken, weighing from 10 lbs. to 15 lbs., and worth 25l. per ton in the stone. The water-power in these sets is unlimited; they embrace all the back water of the Great Wheal Friendship, as also the whole of the River Tavy. The lode, as now cut, although only a few feet from the surface, produces ore of most excellent description; and, taking all the indications, they so exactly correspond with the best features of the Great Wheal Friendship, that there cannot be the slightest doubt, but South Friendship Wheal Anne will shortly become exceedingly productive, and that she will amply remunerate the present adventurers. The mine is divided into 256 shares, and conducted on the cost-book system. John Spargo is the superintending agent, and James Harris the captain.

CHYPREASE MINING COMPANY.

SIR,—A report, highly injurious to the characters of the agents in this mine, having appeared in your paper of the 8th current, I take the liberty of offering, through the same medium, the most unqualified contradiction to the charges—so far as they refer to myself. The statement that, at the meeting of adventurers, held in January last, a dividend of 10l. per share at the ensuing meeting was promised by the purser, is incorrect. I deny having asserted any thing, or sanctioned any report, either at the meeting or at any other time, which could be construed into a promise of an equal, far less of an increased, future dividend. On this point I have my verbal testimony alone to offer, which has hitherto been unimpeached. The charge of having wilfully misrepresented the state of the mine to any adventurer in March and May last, is, I consider, sufficiently explained and contradicted by the resolution to that effect, passed unanimously, on the verbal and written testimony of the managing agent and clerk, at the adjourned meeting of adventurers, held on the 28th ult., and inserted in your paper of the 8th current. With reference to the dividends declared at the January and April accounts, I have only to state, the decision as to the amount rested entirely with the adventurers, and not with the purser—by whom every information as to the future liabilities was afforded. It only remains for me now to refer to the apparent discrepancy between the amount of produce entered in the cost-book and the monthly sales. The quantity of ore raised by each party of tributors is alone specified in the cost-book—in like manner as the quantity of ground expended by the men on tutwork, to account for the corresponding charge—no notice being taken of any ore raised by the latter. On making inquiries yesterday, at the mine, I was informed that 10 tons of tin were raised on tutwork in the first four months of the present year—which, being added to that raised on tribute in the same period, was at least sufficient to pay the corresponding cost. On referring to the tin sales book, I find that, up to the end of 1845, the gross amount of ore sold exceeded, by several tons, the quantity returned by the tributors.

The foregoing explanation would have been given, at request, to any adventurer feeling aggrieved. At the meeting, held on the 22d ult., I first became aware of dissatisfaction existing among any of the adventurers; and, from press of business, and being unprepared, I was unable to offer it at the time; since then, I have not received any request for explanation, which would have been willingly afforded, and removed the necessity of justifying myself in public.—H. S. POWELL: Chyprease Mine, August 10.

NORTH WHEEL ROSE.

SIR,—I am somewhat surprised that there should be no public return made of the state of North Wheel Rose, which, according to accounts, suffered as much as East Wheel Rose in the late accident, and of which distant shareholders have never heard a word, but by accident; if you can give in your paper some information respecting the mine, I shall feel obliged, as also the liability of country shareholders (ignorant of the state of the market), if the principal shareholders, who are usually purser, captains, and friends, taking advantage of the "cost-book" system, resigning their shares, when they know the mine to be unprofitable.—J. PHILLIPS: Dursley, Gloucestershire, August 13.

[Although we do not think the works at North Wheel Rose suffered to any extent, signal to East Wheel Rose, parties interested, who reside at a distance, would, of course, feel a great desire to know its extent, and we think, much blame attaches to those parties who are in the direction, in not causing a report of so serious an event to have been published in the columns of the *Mining Journal*, for the information of distant shareholders.]

TRENOW CONSOLS MINE.

SIR,—I notice your remarks in the *Mining Journal* of Saturday last, with respect to the outlay in Trenow Consols Mine. We commenced active operations in the year 1843, and the outlay was 6444l., or about 26l. per 256th share; in 1845, the mine was in a position to allow the purser to declare and pay 20l. per share in three dividends, and one dividend, of 5l. per share, was made in the early part of this year. Since paying the last dividend, we have erected an 85-inch cylinder engine, with boilers, and other things, complete, and made considerable alterations and additions to the pitwork, without having occasion to make a call. The mine is conducted on the cost-book system, the accounts balanced and exhibited at a meeting of adventurers every two months. A new and important discovery of a tin lode has just been brought to view—the tin being of a superior quality.—JOHN RICHARDS: Marazion, Cornwall, Aug. 11.

[ADVERTISEMENT.]

MINING IN SPAIN.—SAN ESTEVAN MINE.

"Captain, thou abominable damned cheater! art thou not ashamed to be called captain? If captains were of my mind, they would truncheon you out, for taking their names upon you, before you have earned them. You a captain! for what? for tearing a poor fellow's money out of his pocket? A captain! these villians will make the word captain most odious, which was excellent and good before it was ill-used; therefore, captains had need look to it."—*King Henry the Fourth*, Act II.

SIR,—A few days since, a friend of mine said—"Mr. Coward, you will really consult your best interest, by quietly pocketing the provocations which you have met with, and not again descend, or lose your time, by publicly noticing the captain, or his works." My friend gives good advice, and sets forth a sensible opinion, and, perhaps, silence on my part would be a profitable policy; but, Mr. Editor, there are times in which a man does, or ought to, stand up, and disregard pounds, shillings, and pence—his only expectation being a manly satisfaction, that may be unknown and unvalued by others. Such is my belief; I, therefore, onward go without looking right or left, and perform my promise of handing to the public, through your *Journal*, a few remarks on the workings and produce of San Estevan Mine, on which some extraordinary reports have been given, both private and public. I am led by two motives—first, that I am seriously injured by the system of working the said mine; and, secondly, because I have been personally attacked ("as many a nameless slander deeply shows") by a person, who has a mining conceit without mining knowledge, and a swagger without courage.

I am convinced of your being independent, and that you take a deep interest in everything connected with home and foreign mines, and will, with the public, gladly listen to the following, which I believe to be the truth; but, if not,

I hope the truth may be brought before the public in your useful paper, and judge the rectitude of the letter of "A. Z." dated Gijon, September 24, and published in the *Mining Journal* of the 11th October, 1845, who, in speaking of San Estevan Mine, says:—"This concern is under the management of a Capt. O. H. Matthews, who has given, in your paper, some extraordinary reports thereon; but, I own, that I did not see, nor do I hear, that there was anything in the concern to justify such reports. The outlay has been considerable, in sinking shafts, driving levels, adits, &c.; but whether warranted by the indications, strata, &c., I must leave to the opinion of men better versed in these matters than I am." The just remarks, the reasonable doubts, which "A. Z." then expressed, were, it seems, perfectly justifiable; and, therefore, naturally did not please Capt. O. H. M., and led him to call a true report "private pique, and a cowardly attack." [Vide his letter, inserted in the *Journal*, 6th Dec., 1845, dated Rivasella, Nov. 19.] "San Estevan Mine is in a lime stratification; a German company raised from shallow workings some large and profitable parcels of silver-lead ore, and, I believe, that the mine would have continued to give profitable returns, if judgment and true economy had been adopted in clearing her up, breaking and dressing the produce." I suggested a course; but my humble suggestions did not suit the views of "The all-competent miner" (as he calls himself); he has sunk, close-timbered, and divided an engine-shaft, that is down about 26 fms., and he has driven from the shaft not less than five cross-cuts, and I suppose the same number of shafts are cut, &c., &c.; each cross-cut lengthening in depth, because the squat—I cannot call it a lode—takes an angle, or underlay, from the engine-shaft. The water and stuff has been drawn by a horse wheel. Manager, Capt. O. H. Matthews; Capt. Trustcott resident on the mine; a captain dresser and clerk, 10 English miners, and 15 Spaniards. Capt. O. H. Matthews could not be all his time on the mine, because he was, of course, wanted to direct his operations on "the monster formation at Fyado"; also making calculations on the value of quicksilver ores in sight at La Eugenia Mine, which he said were worth, in March, 1845, 46000. But what are the facts? Why these—that is, that he has been working with a strong force ever since, and the quantity of ore produced is only valued at 20000? [Vide report, in your *Journal* of last month.] Capt. O. H. M. says, that he is capable of managing any mine. There are two ways of management—one to gain profit or reputation, the other to lose money and to be deservedly disgraced.—46000, in March, 1845; 20000, in June, 1846—side report.

Under and about the old workings there has been, as I expected, found some good ore ground, which ought to have been carefully broken, but more carefully dressed, if it was expected to sell. About 50 tons was sent to England for sale; but no smelter, as I am told, would buy it, for it was worthless, in consequence of its being improperly dressed. If this be true, then the company have lost their ore, I may dues, and perhaps the mine will be abandoned, and Capt. O. H. M. discharged. To the east of the shaft there is a shallow level driven; but for what purpose, I do not know. In the hill there is a level driven west, in lime rock. In driving this level, Capt. Matthews wrote to me as follows:—"San Estevan Mine, 8th May, 1844.—In the adit end the lode is upwards of 3 feet wide, and certainly of good promise—this level will range through the mine at about 16 fathoms below the old explorations in the pit." Now, I take upon myself to assert, that there never was a lode in the said level, or anything like a lode—for proof, I refer to the miners that drove the ground. Further to the east a deeper level was pitched, but not driven, as there was no lode there. About 60 fathoms west of the engine-shaft I find another shaft sunk about 12 fathoms. I cannot see, or learn, that there was anything to justify the expense of this shaft, because there is no lode seen, nor the chance of a level reaching it—this shaft is run together for want of attention; an entire new carriage road has been made through the mine; a large smith's shop, powder house, and dressing sheds have been built, and a store house and residence rented at Riva de Sella—the whole loss in this concern is about 40000. I sincerely lament the loss, and I believe that a profit might have been made, and the concern worked with satisfaction to all interested therein.

I have not been underground since the mine has been working; but, hearing that it was to be abandoned, I went there for that purpose, and found the water had been let in, without giving me the usual notice—this is not right, Mr. Editor—and had buried Matthews' winze—yes! buried Matthews' winze! Oh, ye cruel waters! how could ye do it, when the captain told us that the mine was paying a profit?—[Vide his letter in the *Journal* of the 6th of December, 1845.] I doubted a profit, or the receipt of dues, from the system of working, dressing, &c., &c. There is now a large parcel of dressed stuff on the mine—I do not call it lead ore—no miner would have dressed pell mell in such a way; a pair of scampy tributaries might, if working under a know-nothing captain, and wanted to draw "a sist and strong kit."

It is sometimes, Mr. Editor, allowable to meet persons with their own words. Capt. O. H. M. spoke of "keeping the bird in view;" I have done so, and found it not worth powder and shot, being of the jay tribe, fine in feather, yet poor in flesh. "The fox is unhouse," and I may be unhouse in the pursuit; but I hope not damaged. I conclude by assuring you, your readers, and the public, that if Capt. O. H. Matthews had done what was right, "I had not sung of him, or he of me." Yours, &c., NOAH COWARD.

Gijon, Asturias, Spain, July 28.
P.S.—I spoke of a level going east from the shaft, and of a level going west from the hill; but I am wrong in calling them LEVELS, because levels are gained in going east, and levels lost in going west—a new system of competent mining, in my opinion; for, should even surface water come in the former, it could not be continued; and the latter, if continued, would tank to surface, and not range, as stated, "16 fathoms below the old workings;"—for proof, I refer to the English miners that were in the two ends.—N. C.

MINE ACCIDENTS.

HASWELL COLLIERY.—CARELESSNESS OF PITMEN.—The fearful accident which occurred some months ago in Haswell Colliery, in the county of Durham, cannot be forgotten. The following statement, extracted from a letter written by Mr. J. Scott of the Haswell Colliery office, explains the origin of some of those casualties which are continually occurring in the mining districts, and which involve the destruction of so many human beings. "A few days ago," writes Mr. Scott, "while a boy was brushing with hay the tram-plates in one of those districts of the pit called the broken or pillar working, a lucifer match (which had by some means got amongst the hay) struck fire, and in an instant all was in a blaze. Fortunately, the fire was speedily got under, or the consequences must have been tremendous. There were at this time, in this district of the pit, great numbers of men and lads working with the Davy lamps, and had not the air of the pit been singularly pure, the fate of these poor fellows might have been the repetition of a too oft told tale. Being in the pit at the time of the occurrence I instituted every inquiry, and on the following day it was renewed by Mr. Forster, but we got no trace of the defaulter." Such an occurrence goes far to prove that, however well arranged and scientific the plans for ventilation may be, so long as the recklessness of the miner continues accidents must undoubtedly well occur.

Berehaven Mines, Ireland.—J. May fell down the shaft, and was killed. **St. Ives Consols.**—J. Magor fell from the 40 to the 47 fm. level, and was killed. **Dean Church.**—H. Crompton was killed by a fall of coal, whilst hooking a tub to the rope, at the bottom of the shaft, at the works of W. Hutton, Esq. **Sparth Bottoms, near Rockdale.**—As J. Stanley, and two sons, were proceeding to work, one of the youths carried a lighted lamp in his hand, when an explosion took place. The fire-damp burst with a terrible noise, upsetting men, waggons, and everything in its way to the shaft; both coals and other articles were forced to the mouth of the pit, which is 93 yards in depth. Stanley, his two sons, and another young man were severely burned, and were conveyed home, where they remain in a dangerous state.

Hallwell-road, near Little Bolton.—G. Hayes, aged 13, fell down Mr. Ainsworth's pit, and was killed.

Dark Hill Iron-Works, near Coleford.—A steam-engine explosion took place at the works of D. Mushet, Esq., causing much damage, some deaths, and many severe injuries. G. Powell was killed, and 10 of his companions injured, of whom three have since died.—A poor woman arrived at the works with her husband's breakfast, when a child she carried in her arms was killed. The force of the explosion was so tremendous, that the boiler, although weighing about 3 tons, was projected into the air perpendicularly, to the height of many feet—some of the witnesses believing at least 200 or 300; it came down precisely upside down, on the very spot from which it had been torn, while the lower part had been removed almost horizontally about the space of its own width—the steam-pipes attached to the other two boilers were torn and carried a very considerable height, as well as the stones, bricks, and other materials around. Inquests were taken on the bodies, when the jurors expressed themselves perfectly satisfied of the sufficiency of the boiler, with common care; but there appeared reason to fear, that there had been inattention on the part of the unfortunate men themselves. From calculations made by Mr. Walkinshaw, the engineer (whose evidence was given in the clearest and most satisfactory manner), he arrived at the conclusion, that a force equal to 4260 tons, or 9,542,400 lbs., would have been requisite to have torn up the boiler, as it appeared to have been done, at one effort. This would give a pressure of 656 lbs. per inch, far beyond any ever attempted, except with Mr. Perkins's steam-guns.

Hateley Heath, West Bromwich.—W. Perry was killed by a fall of coal.

Cleaton Moor.—An explosion occurred at the works of Messrs. Barker and Harrison, which caused much alarm for the safety of a number of miners—all of whom, however, fortunately escaped.

Oak Farm Iron-Works, near Dudley.—R. Gower, furnaceman, was killed here.

Darlington Green, near Wolverhampton.—Much damage was done to the works of Messrs. Bills, and Mills, by the explosion of a boiler—several men were scalded, but none killed.

Parfield Colliery.—R. Price was killed by a fall of coal.

Barnfield Colliery, Walsley Heath.—H. Yarsley was killed here.

Williams's Tinker's Colliery, West Bromwich.—J. Morton was killed here.

Green's Green, West Bromwich.—C. Carriday, the "doggy," in Mr. Williams's colliery, went up an unsung part of the pit, called the "gate-road" with a

lighted candle, when some sulphuretted hydrogen which had collected there ignited, rushed over him, knocked him down, and hurled him towards the bottom of the shaft, a distance of not less than 200 yards, where J. Morton, a boy named Jones, and a horse, were standing. Poor Morton was driven with fearful violence against the side of the pit, and literally burnt to a cinder; but the boy, screened by the horse, which fell upon him, escaped with some slight injuries, and is in a fair way for recovery.

MINE ROBBERIES.—A very extensive and systematic robbery of brass, and other materials, has for a long time been carried on among the mines in the Gwennap district, which had long defied all attempts at detection, till, emboldened by impunity, the thieves, in the course of last month, ventured upon a brass air-pump bucket, which had for some time lain in the engine-house at Wheel Unity Wood, and which weighed about 1000 pounds. This was carried off and broken up; but some trifling circumstance led to the discovery of the place in which the pieces were concealed, and this, in its turn, to the detection of the thieves themselves. Stephen Davey, Esq., and William Williams, Esq., have been engaged during the past week in a very searching examination of the case, in connection with which four parties have already been committed for trial, and several more are demanded for further examination. The magistrates have very properly desired that the evidence taken in the case should not at present be made public; and we, therefore, withhold any reference to it, whilst we tender our thanks for the obliging manner in which our reporter was allowed to be present at the examination, and the courtesy with which their wishes were intimated.

WEST CARADON MINES.—The men, on coming to work last Monday morning, found the count-house on fire: the stairs were already consumed, but the fire was soon got under, when it was found several articles were stolen, and it is supposed the thieves fired the building. 25*l.* is offered for their discovery.

ASTURIAN MINING COMPANY.—We understand that very satisfactory accounts have been received from the Asturian Mines, and that the labours of the company are fast approaching to a point of practical development; the disposition of the Spanish Government is also said to be very favourable towards it. We shall give full particulars in our next.

KIDWELLY TIN-PLATE WORKS.—Mr. Robins offered for sale, at the Auction Mart, on Thursday, these well-known and extensive works, situate near Kidwelly, South Wales, under the corporation of which borough they are held upon a lease for 99 years. They are about two miles from the sea, on the banks of Gwendraeth Fawc river, and a few miles from Carmarthen and Swansea. The average weekly manufacture of plates was stated to be about 200 boxes; the machinery is of the most improved description, the works are very extensive, and admirably arranged for the transaction of a considerable business.—The sale was most numerously attended; the first bidding was 1500 guineas, which ultimately increased to 1900 guineas, at which sum it was knocked down. It was understood, however, to be bought in by the mortgagee, under whose direction the property was put up.

THE FORTH IRON-WORKS.—These works commenced on the 10th ult., and two of the blast-furnaces are now in full operation; and there will be other two ready in about a fortnight. These very extensive works in the iron-trade have been erected at a vast outlay; and it has given employment to many hundred labourers for the space of nearly two years in its various erections, and has nearly doubled the inhabitants of the parish, as well as those of Carnock. They have two schoolmasters for the children, and a missionary minister who preaches to them on Sundays; and it is to be hoped, that the company may be successful in their undertaking, as it will certainly be a great benefit to the labouring class, and the neighbourhood generally.—*Stirling Journal.*

During the excavations at the Government works in Morice Town, several indications were discovered, that excited the curiosity of miners; and it is rumoured, that a very promising lode has since been found in a field on the Saltash-road, near the Sportsman's Arms. Applications have been made to the major authorities for permission to search, and in each case they have been complied with.—*West of England Conservative.*

We have just seen a fine piece of maiden silver, which has recently been brought from the smelting work at Combartin, and is now at Mr. Young's, the acting director and superintendent of the company. It weighs between 3000 and 4000 ozs., and its value is said to exceed 900*l.*—*North Devon Advertiser.*

UNEMPLOYED MINERS.—The inhabitants of Crook were surprised a few days ago, by a visit from the pitmen's band of music, belonging to Moorley, the object of the visit being to solicit contributions on behalf of the men out of employment. Several pits northward, it was stated, were laid off.—*Gateshead Ob.*

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.	
Bank Stock, 7 per Cent., 208 9	Belgian Bonds, 4½ per Cent., 98
3 per Cent. Reduced Ann., 96 ½	Dutch, 2½ per Cent., 59 ½
3 per Cent. Consols Ann., 95 ½	Brazilian, 5 per Cent., 80 ½
3 per Cent. Annuities, —	Chilian, 6 per Cent., —
2½ per Cent. Ann., 97 ½	Mexican, 5 per Cent., 23 ½
Long Annuities, 101	Spanish, 5 per Cent., 25 ½
India Stock, 104 per Cent., 258	Ditto Deferred, —
3 per Cent. Consols for Acc., 95 ½	Portuguese, 5 per Cent., 86
Exchequer Bills, 1000 <i>l.</i> , 9 12 9 pm.	Russian, 5 per Cent., 113 ½

MINES.—The mining share market has manifested some improvement during the past week; and, from general appearances, may reasonably hope for an increase. The following transactions have been done:—Herodsfoot, South Treawney, Wheal Trehan, South Bassett, West Wheal Jewel, Trewallack, Wheal Louisa, Grambler and St. Aubyn, Ting-Tang, West Providence, Wheal Maria (tin), Condurrow, West Seton, Treleighs, East Tamars, Tamars, Wheal Walters, Concord, Pennant; and in the foreign mines, Alten, Copiapo, Santiago.

RAILWAYS.—The great decline in the prices of the London and North-Western lines last week, has brought buyers into the market, with a consequent slight reaction in their favour. Scrips in general were exceedingly dull at the beginning of the week, and, although there has at times appeared a little more firmness in the market, it has not been permanent, and everything remains flat. In foreign lines, particularly, little has been done.

House of Lords.—Preambles proved: Caledonian, Pollock and Govan; Taff Vale; Clydesdale Junction Amalgamation.

House of Commons.—Lords' amendments agreed to: Manchester, Bolton, and Bury Canal and Railway; Manchester and Leeds Amalgamation; West Riding Union Railways; Huddersfield and Manchester (Oldham branch).—Read a third time: The Wexford and Waterford Railway.

The Gauge Regulation Bill was read a third time in the House of Commons, and passed without a division.

MEETINGS.—Great North of India: the first general meeting of this company was held on Monday, when the directors laid before them the following subjects:—1. The complete registration of the company; 2. The deputation of a director to India; 3. The state of the allotment list; 4. The accounts: the certificate of registration had been obtained on the 29th May last. Dr. Burt, late of the Bengal Medical Service, had been deputed to India, and, by the last advices, had disposed of several thousand shares—of the 80,000 shares, 50,700 had been allotted in England, leaving only 4100; 25,200 being reserved for India. The sums paid up amounted to 8816*l.* 5*s.*; and there was unpaid, 3350*l.*—the amount of shares allotted for India would realise the sum of 3350*l.* Great Western: half-yearly meeting; the chairman detailed the projects which they intended to bring forward next session—viz.: Ealing, Staines, Twickenham, Slough, and Windsor; Twyford and Hanley; Tiverton to the Radstock Collieries, near Bath; several secondary lines for completing the communication with Exeter and the West of England; the most important proposed line was from Cheltenham to Oxford. The receipts for the first half year of 1846 were 63,138*l.* more than the corresponding half year of 1845; the amount applicable to a dividend was 189,956*l.*, and a dividend was declared at the rate of 8 per cent. per annum: the present amount of liabilities is 14,287*l.*

Norfolk Railway: half-yearly meeting; the gross amount of revenue for the 11 months since the line had been open was 62,979*l.* 14*s.* 11*d.*, and a dividend was made at the rate of 6 per cent. per annum.—Gloucester, Aberystwith, and Central Wales: a committee appointed to inspect the accounts, and report thereon.—Malden, Witham, and Baintree: deposits had been paid on 7649 shares, amounting to 7652*l.* 6*s.* 8*d.*, and a balance remained in hand of 5117*l.* 12*s.* 6*d.* Thirteen directors and auditors were appointed; Mr. D. W. Harvey was justified in stating that the line would be completed under the estimated cost.—Newmarket and Chesterfield: first half-yearly general meeting: the report stated that no opposition had been offered to the bill; and, consequently, the law and Parliamentary expenses had been comparatively light—the terms with the landowners had been satisfactory—the capital which they were empowered to raise was more than ample to complete the present line—it had been staked out, and the works were in progress. It was expected the total expenses of the company, up to the date of incorporation, would not exceed 9000*l.*, or about 18*s.* per share.

LEEDS, FRIDAY.—The share market has been considerably depressed since our last, though, to-day, we have decided indications of a firmer state of things, and many stocks have rallied in price: amongst them we may enumerate Leeds and Thirsk, particularly the new shares, Dewsbury, Huddersfield and Manchester, Huddersfield and Sheffield, and Leeds and Bradford—the last were as low as 42*l.* pm. yesterday, at which price they will pay a guaranteed dividend of 5*l.* per cent. in perpetuity, when the remainder of the 50*l.* is called up, which it will be in the course of next year. London and Brighton declared a dividend of 24*s.* 6*d.* per share, and the Eastern Counties of 9*s.* per share, both an advance upon the corresponding half of last year; now that Mr. Hudson is connected with the Eastern Counties, we may expect to see its capabilities for traffic fully developed. The London and Birmingham dividend, henceforth, with its amalgamated companies, to be known by the name of the "London and North-Western," pays its 10 per cent. dividend—less the income tax this half-year. We do not, however, sympathise in the fears expressed by Mr. Glyn, as to a diminution of profits in future years.

TOOTAL, BARFF, & FLINT.

THAMES TUNNEL COMPANY.

The number of passengers who passed through the Tunnel in the week ending August 6, was 13,580; amount of money, £64 18*s.* 4*d.*

RAILWAY SHARE LIST.

RAILWAYS.	PAID	Closing pr. last week.	Closing pr. last night.
Aberdeen	410	104	8
Amber, Nottingham, Boston, and Erewash Junction	24	28	1 ½
Armagh, Coleraine, and Portrush—25 <i>l.</i> shares	11	12	—
Birmingham and Gloucester—100 <i>l.</i> shares	100	131	131
Birmingham and Oxford Junction—200 <i>l.</i> shares	63	63	—
Bristol and Exeter—100 <i>l.</i> shares	30	38	87
Bristol and Gloucester—50 <i>l.</i> per share	5	16	15 ½
Caledonian—50 <i>l.</i> per share	27 ½	27 ½	26 ½
Chester and Holyhead—50 <i>l.</i> shares	2	12	1 ½
Direct Northern—50 <i>l.</i> shares	2	—	—
Direct Manchester (Remington's)—200 <i>l.</i> shares	54	—	—
Ditto Rastrick's	4	14	1 ½
Dublin and Galway—50 <i>l.</i> shares	74	—	—
Dundalk and Enniskillen—50 <i>l.</i> shares	14	24	23 ½
Eastern Counties—25 <i>l.</i> shares	50	50	—
Edinburgh and Glasgow—50 <i>l.</i> shares	10	75	73 ½
Edinburgh and Northern	10	—	—
Edinburgh and Perth	4	—	—
Exeter, Yeovil, and Dorchester—50 <i>l.</i> shares	42 ½	42 ½	3 ½
Goole and Doncaster—200 <i>l.</i> shares	15	—	—
Grand Union (Nottingham and Lynn)	15	—	—
Great Southern and Western (Ireland)—50 <i>l.</i> shares	100	304	28 ½
Great North of England—100 <i>l.</i> shares	100	335	235
Great Western—100 <i>l.</i> shares	80	151	145
Guilford, Farnham, and Portsmouth—50 <i>l.</i> shares	50	54	—
Hull and Selby—50 <i>l.</i> shares	50	105	107
Lancaster and Carlisle—50 <i>l.</i> shares	25	66	66
Leeds and Bradford	26	—	69
Leeds and Carlisle	24	18	19
Leicester and Birmingham—300 <i>l.</i> shares	22 ½	—	—
Leicester and Bedford—200 <i>l.</i> shares	42 ½	—	—
Leicester and Taworth—200 <i>l.</i> shares	18	—	—
Liverpool, Manchester, and Newcastle Junction	18	24	24
London and Blackwall	281	—	228
London and Brighton—50 <i>l.</i> shares	161 13 <i>s.</i> 4 <i>d.</i>	—	—
London and Croydon	131 15 <i>s.</i> 9 <i>d.</i>	—	—
London and Greenwich	121 15 <i>s.</i> 4 <i>d.</i>	—	—
London and South Western	41 6 <i>s.</i> 10 <i>d.</i>	—	—
London and York—50 <i>l.</i> shares	24	29	2 ½
London, Salisbury, and Yeovil—50 <i>l.</i> shares	24	—	—
Londonderry and Coleraine—50 <i>l.</i> shares	15	—	—
Lynn and Ely—25 <i>l.</i> shares	15	164	15 ½
Lynn and Dereham—250 <i>l.</i> shares	15	124	—
Manchester and Leeds—100 <i>l.</i> shares	120 ½	—	117
Manchester and Birmingham—400 <i>l.</i> shares	42 ½	—	—
Manchester, Buxton, and Matlock—200 <i>l.</i> shares	14 pm.	—	1 pm.
Manchester and Southampton	2	14	1 ½
Midland	146	140	—
Ditto Birmingham and Derby	118	—	—
Newcastle and Berwick—250 <i>l.</i> shares	10	28 ½	28 ½
Newcastle and Carlisle—100 <i>l.</i> shares	25	—	—
Newcastle and Darlington Junction—250 <i>l.</i> shares	100	44 ½	43 ½
New (Branding)—250 <i>l.</i> shares	20	—	—
Newark, Sheffield, and Boston—250 <i>l.</i> shares	20	—	—
Norfolk	20	27 ½	27 ½
North British—250 <i>l.</i> shares	17 ½	304	39 ½
Northern and Eastern—50 <i>l.</i> shares	45	—	—
North Kent and Direct Dover—50 <i>l.</i> shares	24	1 ½	1 ½
North Staffordshire—200 <i>l.</i> shares	42 ½	4 pm.	3 ½ pm.
Oxford, Worcester, and Wolverhampton	12 ½	8 ½	8
Portsmouth Direct—50 <i>l.</i> shares	34	54	54
Preston and Wyre—50 <i>l.</i> shares	50	36 ½	35 ½
Sheffield Central—250 <i>l.</i> shares	5	184	184
Scottish Central—250 <i>l.</i> shares	10	184	—
Scottish Midland—250 <i>l.</i> shares	10	63	7
Sheffield and Manchester—100 <i>l.</i> shares	100	—	—
Shrewsbury and Birmingham	24	34	3
South Devon—50 <i>l.</i> shares	25	32	—
South Eastern and Dover	46	44 ½	—
South Midland—200 <i>l.</i> shares	42 ½	4 pm.	4 pm.
South Wales—50 <i>l.</i> shares	5	4 ½	3 ½
Vale of Neath	2	1 ½	1 ½
Waterford and Kilkenny	8	—	3
West Midland	42 ½	1	1
West Riding Union	42 ½	—	—
Wilts, Somerset, and Weymouth—50 <i>l.</i> shares	10	54	54
York and Carlisle	24	1 ½	—
York and North Midland—50 <i>l.</i> shares	50	—	75
Ditto Selby—50 <i>l.</i> shares	30	73	98

FOREIGN RAILWAYS.

Boulogne and Amiens—200 <i>l.</i> shares	10	12 ½	12 ½
Bordeaux and Toulouse and Certe (Mackenzie)—200 <i>l.</i> shares	2	14	14
Bordeaux, Toulouse, and Certe (Espaleto)—200 <i>l.</i> shares	2	14	14
Central of Spain—200 <i>l.</i> shares	5	64	64
Dutch Rhine—200 <i>l.</i> shares	5	64	64
East Indian	5	13	12 ½
Great Northern of France (constituted)	5	13	12 ½
Great Western Bengal	1	—	—
Jamalia and South Midland Junction—200 <i>l.</i> shares	1	—	—
Louvain and Jemeppe—200 <i>l.</i> shares	4	—	—
Lyons and Avignon—200 <i>l.</i> shares	4	—	—
Luxemburg	4	—	1 ½
Namur and Liege—200 <i>l.</i> shares	4	—	—
Orleans and Vierzon—200 <i>l.</i> shares	10	14	14 ½
Orleans and Bordeaux—200 <i>l.</i> shares	6	84	—
Paris and St. Quentin—200 <i>l.</i> per share	2	—	—
Paris and Orleans—200 <i>l.</i> shares	20	—	—
Paris and Rouen—200 <i>l.</i> shares	20	38	37 ½
Rouen and Havre—200 <i>l.</i> shares	18	274	—
Sambre and Meuse—200 <i>l.</i> shares	6	44	44
Strasbourg and Basle—140 <i>l.</i> shares	14	—	—
West Flanders	4	34	34

* Prices obtained from country brokers—no business doing in the London market.

PRICES OF MINING SHARES.

BRITISH MINES.				BRITISH MINES—continued.			
Shares.	Company.	Paid.	Price.	Shares.	Company.	Paid.	Price.
1024	Alfred Consols	34	30	286	South Wh. Hope	—	5
235	Andrew and Nangles	29 1/2	25	1000	South Wh. Maria	25	2
1000	Barristown	44	30	286	South Wh. Rose	—	3
4300	Bedford	24 1/2	20	10000	Southern & Western	—	1
128	Besore Lead Mine	—	30	256	St. Austell Consols	7	20
320	Birch Tor Tin Mine	104	12	94	St. Ives Consols	—	500
8900	Blisnavon	50	40	1000	Stray Park	43	22
256	Bodwrick	3 1/2	5	9600	Tamar Consols	3 1/2	4
100	Bodallack	175	250	6000	Tincroft	7	10 1/2
120	Brewer	—	5	286	Ting Tang	67	12
10000	British Iron, New, Regia.	10	19	128	Tokelany	124	33
—	Doitto ditto, scrip.	10	19	1024	Trelawney Consols	14	12
128	Budnick Consols	—	30	5000	Treleigh Consols	6	4 1/2
100	Bwch Cwmmerin	20	200	256	Trenow Consols	—	150
1000	Callington	19	20	56	Tresavean	10	250
256	Caradon Consols	45	35	120	Trethellan	5	40
256	Caradon Copper Mine	94	4	120	Trevelick and Barrier	61	130
256	Caradon Mines	15	30	256	Trewallack	—	25
256	Caradon United	24	16-25	128	Trevelhard	12	25 1/2
256	Caradon Wh. Hooper	12	6	4000	United Hills	5	4
1000	Carn Brea	15	110	100	United Mines	300	800
114	Charlestown	—	200	128	West Basset	45	15
1900	Combarnett	34 1/2	44	256	West Caradon	30	300
1000	Combarnett	24 1/2	5	128	West Cargill	2	15
128	Combarnett	—	40	512	West Fowey Consols	40	35
5000	Con-Trevelick Mining Ass.	34 1/2	14	—	West Kewick Consols	—	35
128	Con-Trevelick	—	65	256	Wheal Kevelick	4	8
2560	Cook's Kitchen	—	65	256	Wheal Providence	—	10
1000	Copper Bottom	1	5	200	West Seton	—	46
3200	Cornubian Lead Co.	3	—	120	West Trethellan	5	32
1024	Coadeen	44	30	256	West United Hills	24	24 1/2
3200	Cradock Moor	9	22	256	West Wh. Friendship	5	10
128	Creeg Braws	120	120	3845	West Wh. Jewel	11	14
500	Cubert Mine	11	30	2560	West Wh. Maria	—	22
7100	Dewent	64 1/2	54	2560	West Wh. Mitchell	—	250
1024	Devon & Courtney Con.	4	24	256	West Wh. Shepherd	—	10
1000	Diarade	—	5	256	West Wh. Tolgus	214	14
186	Dolcoath	—	80	256	West Wh. Treasury	12	8
10000	Durham County Coal	45	9	240	Westlake	3	3
256	East Alvenney	3	16	6000	Wicklow Copper	5	16 1/2
128	East Pool	5	35	256	Wheal Albert	10	8
9000	East Tamar Consols	14 1/2	34	128	Wheal Acland	13	2
—	East Wheal Albert	1	3	256	Wheal Allen	—	4
94	East Wheal Crofty	—	320	308	Wheal Anderson	104	11 1/2
256	East Wheal Killy	—	4	128	Wheal Ann	—	35
123	East Wheal Rose	50	100	256	Wheal Blencowe	—	15
512	Fowey Consols	—	100	256	Wheal Bian Consols	—	15
20000	Galvanised Iron Co.	10	10	128	Wheal Catherine	54	3
40000	Gen. Mining Co. for Irel.	—	3	256	Wheal Cleveland	24	5
1000	Gondolfin	—	35	136	Wheal Clifford	—	200
256	Gonamena	19	110	1024	Wheal Concord	52	8
128	Gover	23	200	256	Wheal Fortescue	44	124
244	Graubler & St. Aubyn	—	25	256	Wheal Frederick	3	20
100	Great Consols	1000	40	384	Wheal Franco	22	25
256	Great Consols	—	13	256	Wheal Gill	174	27
2560	Great Mitchell Consols	—	2	1024	Wheal Harriet	—	98
256	Great Regusga Moor	1	8	128	Wheal Henry	—	2
512	Gr. Wh. Rough Tor Con.	1	50	109	Wheal Hope (Zennor)	23	25
100	Grogwinion	5	20	256	Wheal Hope	7	14
1000	Gumis Lake	14	3	256	Wheal Jane	6	40
1000	Hanson	5	1	265	Wheal Kendall	114	5
1000	Harrowbarrow Old Mine	44	4	256	Wheal Louisa	14	5
1000	Harrowbarrow Consols	2	14	1024	Wheal Maria	—	500
100	Hawkmoot	3	3	4000	Wheal Martha Consols	4	3
6000	Helgaston Down Con.	1	2	256	Wheal Mary Ann	—	98
256	Herdcroft	14	114	1024	Wheal Mary (Calstock)	24	13
10000	Hibernian	124	1	256	Wheal Mary Consols	25	8
1000	Holmbush	18	104	256	Wheal Mexico	5	5
256	Ivy Tor	14	24	256	Wheal Mary Lanivet	24	12
827	Kirkcubrightshire	14	14	256	Wheal Morris	9	8
2048	Lamherooe Wh. Maria	7	74	128	Wheal Penrose	—	5
128	Lanarth & Penstruthal	—	150	128	Wheal Pollard	114	12
2048	Lanivet Consols	2	44	128	Wheal Prospect	4	9
200	Larkholes	1	5	128	Wheal Providence	34	40
160	Levant	10	90	256	Wheal Routh	1	60
1000	Lewis	19	14	256	Wheal Robins	—	25
1280	Llanfyllin	5	15	128	Wheal Rose	40	25
128	Ludeot	3	3	256	Wheal Salisbury	13	5
2800	Marke Valley	10	34	512	Wheal Sarah	24	5
5000	Mendip Hills	14	1	99	Wheal Seton	150	825
20000	Mining Co. of Ireland	7	124	4024	Wheal Smeaton	14	8
200	Nanterrow Consols	104	5	256	Wheal St. Cleer	214	15
128	New East Crowndale	74	2	256	Wheal Trelawney	72	125
128	North Fowey Consols	10	25	256	Wheal Trevelick	34	4
100	North Pool	11	45	256	Wheal Trevelick	—	12
70	North Roskear	104	400	128	Wheal Venland	124	12
256	North Treburget	24	4	256	Wheal Victoria	2	6
100	North United	41	20	127	Wheal Virgin	—	50 1/2
256	North Wh. Leisure	14	6	1024	Wheal Walter	3	74
128	North Wh. Providence	24	10	256	Wheal Williams	2	20
256	North Wheal Rose	264	20				
45000	Northern Coal Co.	23	2				
600	Old Delabole Slate Co.	25	45				
128	Par Consols	—	900				
256	Pendallow Moor	15	5				
6000	Pennant	1	2				
100	Pennrhyn	30	65				
128	Pen-y-Cefn Mine	60	55				
1280	Perran St. George Un.	13	20				
128	Perran Wh. Virgin	—	45				
512	Plymouth Wh. Yeoland	14	34				
40000	Rhymney Iron	60	25				
256	Rose Consols	10	7				
1000	Rosewall Hill	1	34				
2500	Silver Valley	3	24				
256	Somerton Consols	34	5				
128	South Caradon	30	380				
2000	South Dolcoath	2	—				
256	Sth. Friendsh. Wh. Ann	74	25				
250	South St. George	94	—				
200	South Harvannah	23	25				
860	South Towan	10	14				
256	South Trevelick	—	14				
128	South Yeoland	164	20				
128	South Wheal Basset	—	145				
124	South Wh. Francis	—	190				

LATEST CURRENT PRICES OF METALS.

LONDON, AUGUST 14, 1845.			
Item	Unit	Price	Price
Iron—Bar, a. Wales, ton	£ s. d.	8 5 10	0
—do—London, ton	£ s. d.	9 5 10	0
Nail rods, ton	£ s. d.	0 10 5	0
Hoop (Star), ton	£ s. d.	11 5 10	0
Sheet, ton	£ s. d.	0 11 0	0
Bars, ton	£ s. d.	0 11 0	0
Rails, average, ton	£ s. d.	9 10 5	0
Wheal cold-blast, ton	£ s. d.	4 5 5	0
Scotch pig, Clyde, ton	£ s. d.	0 3 15	0
Russian, CCND, ton	£ s. d.	0 15 10	0
Gouffier, ton	£ s. d.	5 14 10	0
Swedish, on the spot, ton	£ s. d.	11 10 0	0
Steel, figt., ton	£ s. d.	0 15 0	0
Copper—Tie, ton	£ s. d.	0 92 0	0
Tough cake, ton	£ s. d.	0 93 0	0
Best selected, ton	£ s. d.	0 96 0	0
Discount 2 1/2 per cent.			
Discount 3 per cent.			
Discount 4 per cent.			
Discount 5 per cent.			
Discount 6 per cent.			
Discount 7 per cent.			
Discount 8 per cent.			
Discount 9 per cent.			
Discount 10 per cent.			
Discount 11 per cent.			
Discount 12 per cent.			
Discount 13 per cent.			
Discount 14 per cent.			
Discount 15 per cent.			
Discount 16 per cent.			
Discount 17 per cent.			
Discount 18 per cent.			
Discount 19 per cent.			
Discount 20 per cent.			

[From our Correspondent.]

Isax.—Welsh and Staffordshire remain without change. In Scotch pig several large sales have been made within the last two days, owing to the change in the American tariff, at 72s. 6d. for mixed Nos. 1 and 75s. for No. 1—some prices must still be considered to rule, although some holders ask 2s. 6d. more. Some contracts for railway bars have been entered into this week at our quotations. In Swedish iron and steel nothing doing. TIN-PLATES are in very good demand, and many large sales have been made during the week. SPLITTER remains nominally at quotations, but there are no buyers. In other metals no change to report since last week's Mining Journal.

[Communicated by Messrs. Whitcomb and Barton, Old Broad-street.]

The demand for all kinds of English iron has much improved during the week, but prices remain the same. Considerable business done in Scotch pig-iron, and we quote the prices 75s. mixed Nos. In other metals no alteration.

GLASGOW PIG-IRON TRADE.

August 7.—We have had a very quiet week for iron, and there are few sales to report; prices have not, however, given way much, but the few sales reported have been rather in favour of buyers. We quote 69s. to 70s. No. 3; 71s. 6d. to 72s. 6d. mixed; and 74s. to 75s. all No. 1—cash, free on board.

August 8.—The price of Scotch pig-iron, delivered free on board here, may be quoted to-day at 73s. 6d. to 74s. for No. 1; 69s. 6d. to 69s. 6d. for No. 3; and 72s. for 3-5ths No. 1 and 2-5ths No. 3, per ton—net cash. At these prices a considerable business has been done this week, and dealers in general hold for a higher figure.

August 11.—We have no change to notice this week in prices; and, though still dull, there is more inquiry for iron.

BOMBAY.—Manufactured iron is without particular change, except that the market is reported firmer, but sales were limited. Bar was becoming scarce, but no advance in price had been obtained. Swedish iron and steel were both dull of sale, but without change.

In price, while tin plates, lead, and spelter, were all rather lower. Copper as before. The following are the exports of iron to this port from the United Kingdom during the last three years to the 1st of May:—

Year	Tons	Value	Year	Tons	Value
1844	24	3335	1845	24	3335
1845	24	3335	1846	24	3335

EXPORTS OF METALS TO INDIA FROM LONDON AND LIVERPOOL.

FOR THE FIRST SEVEN MONTHS OF 1845 AND 1846.			
Month	Tons	Value	Value
Jan.	1845	1846	1846
Feb.	1845	1846	1846
Mar.	1845	1846	1846
Apr.	1845	1846	1846
May	1845	1846	1846
Jun.	1845	1846	1846
Jul.	1845	1846	1846

IMPORTS OF GOLD FROM RUSSIA.—The Rob Roy steam-ship, Lieut. Knocke,

R.N., commander, again arrived at this port from Petersburg, on Friday last, having on board gold bullion to the value of 115,000*l.*, which was immediately forwarded to London. This vessel is bringing, on the average, 100,000*l.* per month of gold from the recently discovered Russian mines, and the London steamers are regularly taking equal or greater quantities. The Rob Roy had a pleasant passage, and brought a fair complement of passengers. Trade was not brisk in Petersburg.—Hull paper.

THE SCREW PROPELLER.—On Thursday last, the Amphion steam-frigate, fitted up with Smith's screw propeller, and engines designed by Count Rosen, and built by Messrs. Ravenhill and Miller, proceeded down the river on an experimental trip. Her engines are of 300-horse power, and her screw 14-feet in diameter, and the Amphion is the largest Government vessel yet tried on this principle; the peculiarity of her engines consists in the top of the boiler being 2 ft. below the water line: she gained a speed of 6 1/2 knots an hour, which, considering it was the first trial of her engines, is considered satisfactory.

THE ADELPH GALLERY.—Yesterday the sale of the mechanical and philosophical articles that have afforded amusement and instruction to many thousand persons at the Adelphi Gallery, took place at the auction rooms of Mr. Chadwick, St. Martin's-lane. The electric eels sold for 50 guineas; the steam-gun and target, 4*l.* 10*s.*; Saxton's electric magnet, 21 guineas; the portraits of George the Third and the Dukes of York and Kent, by Sir W. Beatty, 6*l.* 18*s.* The effects produced between 500*l.* and 600*l.*

THE WOOD PAVING PATENTS.—On Monday last an action for infringement was tried at the Guildford Assizes, brought by Mr. Stead, one of the earliest patentees of wood paving, against the Metropolitan Wood Paving Company, the owners of De Lisle's patent. The jury found a verdict substantially for the defendants.

LAMHEROOE WHEAL MARIA (LEAD & COPPER) MINE.

IN 2048 SHARES.
WHEAL CONCORD SILVER-LEAD MINE: 1024 shares.
WHEAL MARY COPPER MINE (Calstock): 1024 shares.
WHEAL WALTER LEAD AND COPPER MINE: 1024 shares.
LOSTWITHIEL CONSOLS COPPER MINE: 1024 shares.
WHEAL WEEKES: 1024 shares.

THE BUSINESS OF THE ABOVE MINES (now in operation on the cost-book system) is conducted at No. 4, KING-STREET, CHEAPSIDE, LONDON, where all INFORMATION respecting them, and the value of the shares, may be obtained. Specimens from each mine may also be inspected.

WHEAL KELLY LEAD AND COPPER MINE (Devon): 2048 shares.
PRINCE EDWARD LEAD AND COPPER MINE (Cornwall): 2048 shares.
COSHEN COPPER MINE (county of Cork, Ireland): 1024 shares.
ADULTYRE COPPER AND SILVER-LEAD MINES (county of Kerry, Ireland): 3800 shares.

WHEAL HOLWELL: 2048 shares.
SHARES in the five last-mentioned mines TO BE DISPOSED OF. Some splendid specimens of ore from Coshen and Adultyre have just been taken from the different lodes. Dated July 4, 1846. JAMES CROFTS, Secretary.

COPPER ORES.

Sampled July 29, and Sold at Andrew's Hotel, Redruth, August 13, 1846.						
Mines.			Mines.			
Mines.	Tons.	Price.	Mines.	Tons.	Price.	
Carn Brea	49	£6 11 0	Wh. Virgin	64	£6 5 6	
ditto	94	6 2 6	ditto	44	5 0 6	
ditto	91	7 3 0	ditto	41	5 0 6	
ditto	80	4 6 6	Wh. Providence	106	4 6 6	
ditto	79	5 10 6	ditto	37	6 18 6	
ditto	78	1 17 6	ditto	15	1 17 0	
ditto	74	3 8 6	ditto	7	16 0 6	
ditto	65	10 3 0	Trenow Consols	78	6 11 6	
ditto	46	3 3 6	ditto	34	5 18 6	
ditto	37	3 0 0	ditto	17	5 18 6	
United Hills	129	4 2 6	West Wh. Jewel	78	2 17 6	
ditto	69	4 0 6	ditto	46	5 3 0	
ditto	59	4 13 6	Brewer	49	2 14 6	
ditto	30	3 3 6	ditto	34	2 10 0	
ditto	22	1 11 0	Hayle Slag	45	1 17 0	
Wh. Sparrow	60	2 15 0	ditto	5	0 0 0	
Wh. Prosper	70	5 12 6	ditto	4	4 0 0	
ditto	69	8 5 0	Wh. Rodney	29	4 6 0	
ditto	68	4 18 0	ditto	12	10 9 0	
ditto	55	2 4 0	Wh. Kayle	25	9 4 0	
Far Consols	66	10 0 6	ditto	15	4 1 6	
ditto	54	12 0 0	North Wh. Haaset	24	5 3 0	
ditto	61	5 16 6	Redruth Consols	20	6 12 0	
ditto	59	6 16 0	West Wh. Maria	12	3 13 0	
Wh. Virgin	90	5 19 6	Wh. Weeth	4	5 18 0	

sers or large shareholders to raise money are limited to the authority they receive from the general body: it appears to be established, that without such authority, the pursuers and their bankers must share in the risk of liabilities irregularly contracted, even when unaccompanied by such extra-dishonest proceedings as have marked the progress of the Wheat Providence Mine.

In the Journal of the 18th ult., we gave the particulars of an extraordinary and most flagrant attempt on the part of Dr. Johnson, rector of Perranuthnoe, to obtain possession of the Trenow Consols sett, of which he is the owner. The parties were, however, completely foiled by the perseverance and coolness of the agents and miners, and gave up the attempt. An action was immediately brought by Mr. Richards, the manager, against Thompson, calling himself a barrister, and the ringleader of the affair, for an assault; and the case came on for hearing on Wednesday last week, the 5th instant, in the Crown Court at Bodmin, before Mr. Justice ERLE. Mr. COCKBURN, for the plaintiffs, stated the case to the jury. It appeared that, in 1845, Dr. Johnson granted to the adventurers the sett of a close called Great Wengre, which was part of his glebe, and the mine was named Trenow Consols. The conditions, among others, were, that the reverend doctor was to have $\frac{1}{16}$ th dues, and that a notice should be given him of every sampling of ores previously to being sold. The adventurers proceeded to erect engines, and other proper works, expended 10,000*l.* on the mine, and went to work with spirit: between February, 1845, and May, 1846, three samplings and sale took place at Redruth, and due notice was on each occasion given for the doctor to attend, which he did not, and his $\frac{1}{16}$ th share of the produce was paid him in money. On each occasion, he gave his receipt, and expressed himself satisfied. The fourth time, however, of sampling, from some inadvertency, notice was not given him, although his $\frac{1}{16}$ th share was paid him as before. Dr. Johnson, however, seeing the mine was turning out productive, and, doubtless, thinking he could, by ousting the adventurers, however unjustly, make a better bargain with others, endeavoured to take advantage of this technical omission, and get possession of the mine by the summary and extraordinary proceedings before recorded—viz.: by his servants just walking on to the mine, pasting a bit of paper upon the capstan, and warning the men that they were trespassers. Had it not been for the firmness of Capt. RICHARDS, and those with him, a very serious riot would, doubtless, have ensued. No serious injuries were, however, inflicted; but the assault on Capt. RICHARDS was made, for which the action was brought.

The only defence set up by Mr. BUTT for the defendant, was the having broken the condition of the covenant, and, therefore, plaintiff was unlawfully on the close, and defendant justified in removing him; he acknowledged that the doctor had received 900*l.* during the year for dues, and that 1000*l.* was paid to his daughter on the assigning the sett, but he wanted to get $\frac{1}{16}$ th instead of $\frac{1}{16}$ th. Mr. COCKBURN, in reply, most eloquently described the whole proceeding on the part of the reverend (?) doctor as most iniquitous and disgraceful, in seeking to take advantage of a mere technical error or omission by the adventurers; he was most happy, however, to say, that here the doctor would be foiled by his own weapon, "technicality"—the doctor was, doubtless, mighty cunning, but not quite enough so; for had he carefully perused the deed by which he sought to turn out the adventurers, he would have found that, to take advantage of a breach of covenant, he must execute a deed of revocation, and then take possession of the mine by himself or known agent, neither of which had he done, and thus lost his opportunity; the possession was, therefore, still in the adventurers, and he claimed a verdict for the plaintiff. Mr. Justice ERLE entirely concurred, and the jury found for the plaintiff—damages, 20*l.* Leave to move for a new trial was applied for, and refused.

In taking a short review of the foregoing case, it certainly bears on the face of it all that the learned counsel designated it—"iniquitous" and "disgraceful." This is not a mere squabble between two sets of enterprising adventurers, or quarrelling agents; but here we have a minister of the Church of England—one who preaches the doctrine of its founder, "Peace on earth, and good will towards men"—flagrantly and openly exciting a number of persons to infringe the laws, and commit a breach of the peace, and which, under the circumstances, it may be considered most providential, that a serious riot had not taken place, and loss of life ensued, for the avowed purpose of setting aside an agreement to increase his store of worldly wealth—while he had the remedy in his own hand of proceeding—aye, and successfully too—in a peaceable and legal manner. The adventurers will now be on their guard, commit no more breaches of covenant, and the poor doctor must, we fear, rest satisfied with his $\frac{1}{16}$ th dues.

The long-pending contest, as to a railway for the county of Cornwall, has at length ended, and a dislocated, indirect, and inefficient line is adopted, to the exclusion of one, for all transit purposes, far more continuous, direct, and ample. The Parliamentary committee have, in one particular property, exhibited a singular resemblance to the figure by which Justice is frequently impersonated—the goddess traditionally, and the committee practically, are both blind. There was never, perhaps, a greater proof of the merely fortuitous and hap-hazard character of a Parliamentary inquiry than this which has just concluded, as to the Cornish lines. Men drop, it is said, sometimes by lottery. Undoubtedly, lines of railway rise sometimes by that process; and this upward movement of the Plymouth line, is the most extraordinary ascent we have ever witnessed, except that of a balloon. However, of the Coast project, it must be admitted that, though a maimed colt, it is the winning horse; and it behoves all parties, all practical men, to make the most of that small and stunted gift, which the High Court of Parliament has thought proper to grant the county. The line has been considerably improved in its passage through the committee; at its western extremity the alarming and publicly injurious bridge, by which the Penryn river was passed, has been struck out of their sections, and at its eastern extremity, instead of effecting its exodus from the county, across the mouth of the Hamoaze, it has been sent further up, and nearer the true eastern route, to pass the Tamar at Saltash. These are improvements; but they do not essentially alter the character of the line, which is throughout heavy and misdirected. Notwithstanding, the county must now put up with the low speed and circular form of the line, because they did not sufficiently take charge of their own affairs, to prevent the carrying it through Parliament; the committee of the Central line especially will be a long time before they satisfactorily explain to those who had trusted them, why their project, after a 12 months' incubation, came before Parliament so maimed and mutilated, as to be immediately dismissed; and so the course left to be walked over by the broken down jade of the southern. It will be some time, we say, before that committee will be able to satisfy the county on the score of its strange mismanagement and neglect, as to the Central interests. The line now to be commenced will still require a supplementary line to Exeter, if only from Saltash; but far more to the interest and convenience of the county at large, if sprung from the trunk of the Plymouth line, near St. Austell. For we hold it as the most improbable of improbabilities, that the county will allow itself to be permanently hindered of a direct communication with the metropolis, through Exeter. We trust to see a new company formed, for the purpose of giving the populous north, central, and western districts of the county, a means of direct access to the metropolitan and midland markets of the kingdom. The mining and mercantile wants of half a million souls surely entitle them to this extent of accommodation.

THE COAL FIELDS OF LANCAHIRE.—It has been calculated that the available coal beds of Lancashire amount in weight to the enormous sum of 8,400,000,000 tons. The total annual consumption of this coal, it has been estimated, amounts to 3,400,120 tons. Hence, it is inferred, that the coal-field of Lancashire, at the present rate of consumption, will last 2470 years.

COAL AT SWANSEA.—A large pit was commenced on the 1st inst., connected with that valuable vein of coal called the Graigola Vein. The pit will "win" about 800 acres of coal in two veins, and is expected to supply Swansea port with 300 tons a day of steam coal. The sole proprietor of the colliery is Joseph Martin, Esq. of Glyncoelen.—*Cambrian.*

IMPORTANT AS TO LIABILITY OF ADVENTURERS.

We briefly noticed, in our last, a trial of the cause "Ricketts and others v. Bennett and others," and now refer to it more in detail, as being of very considerable importance to adventurers generally in more points than one. The plaintiffs were Messrs. Ricketts, Enthoven, and Co., bankers at Penzance; and the defendants, Messrs. A. Bennett and J. Field, two of the adventurers in Wheel Providence Mine at Gwinear, near Penzance; and this action was brought to recover a balance of 366*l.* 1*0*s. 6*d.* stated to be overdrawn in the transactions between the agents of the mine and the bankers. The defendants pleaded—first, non-liability; secondly, that they had paid the sum demanded; and thirdly, that there was a set-off. Mr. A. Robinson had the management of the mine; and on the first arrangement with the bank, 4 per cent. interest was to be charged on all advances; but after 31st December, 1844, Mr. Robinson consented to make it 5 per cent., as the accommodation was greater than was anticipated, and the mine was always considerably in arrears. It appeared that the bankers wished to close the account, and the cashier was directed to write to the purser, Mr. A. Bennett, to inquire what steps would be taken for such purpose: when, after a lapse of time from 23d Dec., 1845, to 18th Feb., 1846, Mr. Bennett called at the bank, and introduced Mr. J. Field, of London, a co-adventurer; they inquired the amount of debt due, and were informed about 366*l.* 1*0*s. 6*d.*; when they replied, they did not acknowledge the account—that the mine was indebted to Robinson about 2700*l.*, but, as money had been had for the mine, they should not act dishonourably with respect to the remaining 1000*l.*—that there would be a meeting of adventurers in London in a week, and they would call on the bank partners in London in less than a month. They did not, however, call; and other letters were written by the cashier, without receiving any reply. At length, an answer was received from Mr. Stokes, solicitor, stating that the adventurers were not cognisant of the debt; and while they would not shrink from any legal responsibility, they were determined to resist any and all claims to which they were advised they had a good legal defence; and he was instructed to defend any action which might be brought against them. The earlier part of the balance was acknowledged to have been to pay dividends, and the bank had advanced on the ore bills, which had all been honoured. The principal evidence for the defence was that of Robinson himself; and some extraordinary proceedings were disclosed as to the manner in which he had bolstered up the credit of the mine, by borrowing money to pay dividends, when there were no profits, and selling shares immediately after at an advance. At the opening of the account of the mine with the bank, he held 66 shares; and his son 33, out of 128 shares into which the mine was divided; Mr. Bennett held four, and Mr. Field six, and there were other adventurers. His son then acted as purser and superintendent—he kept the cost-book for some time, and it was afterwards kept by his son—he acted for the adventurers, and attended the count-house daily, and usually brought the pass-book. On recollection, he thought he kept it in his drawer at home; he anticipated the mine would have remained productive; but as they could not continue to give dividends out of profits, he occasionally drew on his own private account, and the checks were then marked *p. a.* When dividends were made, he did not take out his proportion, but drew as he required, thinking his large interest gave him that privilege; he did not inform the plaintiffs, that these checks were on account of dividends. At the first taking of the mine, his son appeared as holder of 99 shares; after 9 or 12 months he became holder of 66 shares, and his son 33. He was formerly a wine merchant in London, went to Cornwall about eight years ago, and has lost about 10,000*l.* in mining. Previous to this account, his son had an account with the Helston Bank, and the first check drawn for 280*l.* was to pay the balance due them. Dividends were declared in October and December, 1844. The mine was in that state of prosperity, and the machinery erected to such an amount, that he thought it right to borrow money in anticipation of the ores, and pay dividends. It further appeared, that he and his son first purchased the mine (128 shares) for 1500*l.*, which, with the first call, made about 15*l.* per share: he sold 12 shares at 100*l.* each, three others for 500*l.*, and several others at from 100*l.* to 200*l.* a share; he had disposed of some few at first cost to a relative, and one to a friend. His son expostulated with him for paying dividends; but he thought, as they had expended 3000*l.* in machinery, they ought to have the advantage. Some of the merchants' accounts might sometimes be postponed for a month, instead of being entered on the cost-book at the proper time. He acknowledged he drew checks on his own private account—because, he thought, from the interest he held, and his attendance, he was justified in so doing; and there was about 1000*l.* of the balance which had no reference to the mine. He never gave any information of the balance accruing against them to the adventurers at their meetings: he was not certain that the pass-book was ever laid on the table for inspection—he could not say the two defendants ever saw it: no one authorised him to borrow money, nor did he inform the defendants when he was going to borrow money to pay dividends.—Mr. Butt then applied to have the plaintiffs non-suited, and was supported by Mr. Serjeant Kinglake and Mr. Mereweather.—Mr. Crowder and Mr. Smirke replied; but we must postpone the legal arguments for another occasion. Suffice it now to say, that the learned Judge decided in favour of the arguments of defendants' counsel; but said, in order that the cause might not be again brought for trial on the plea that some slight portion of evidence should have been submitted to the jury, he thought it better for the case at present to go to the jury. He then summed up, and the jury retired from the court. In about two hours they returned, stating that they could not agree. The Judge told them they must then be locked up for the night. In about an hour and a half afterwards they again returned into court, and gave a verdict for defendants on the first plea as to non-liability. Verdict for the plaintiffs brought in on second and third pleas.

GENERAL MINING ASSOCIATION.—In the *Mining Journals* of April 18th and May 2, we offered some remarks on the position and prospects of this company—more particularly as to their coal mines in Nova Scotia, and the attempted increase of rent by Government for increasing their raisings. We have since then received several communications on the subject, requesting information; and we now devote a small space to its reconsideration, but without being able to give much information, as the close system on which its affairs are conducted prevents it. It will be remembered, that the association formerly paid 3000*l.* per annum for raising 20,000 chaldrons of coal; and that, by a subsequent arrangement, they were allowed to raise 26,000 tons per annum on the same terms. In consequence, however, of a petition from several towns in Halifax, a committee of the House of Assembly was appointed, who, in their report, did not concur in the expediency or justice of those arrangements, which they considered a diminution of the revenue of the State of 600*l.* per annum; and, further, that the association had from the commencement been allowed to work the collieries on too easy terms, and far below their value. In our observations on April 18, we noticed the illiberal and unwise nature of such decision, tending, as oppressive rents or dues always do, to prevent the efficient development of any mineral property. We are sorry the directors still consider it so necessary to keep the proceedings a secret, that we cannot vouch for any reports which may get into circulation. One of our correspondents inquires, whether the coal mine is still being worked by the company, or is it sold to Mr. Cunard for working the line of steam packets; and is it by contract, or only for a certain supply?—both these reports have been abroad, and we cannot say if either or both are erroneous. Another correspondent suggests the calling at least private meetings of the shareholders, that they might learn something of their affairs, if it is necessary to keep their proceedings from the public, or to send each a private circular occasionally. Another inquires, if the Chancery suit with the Duke of York's executors has proceeded at all, or if my decision has been given. To these queries and suggestions, we are sorry we must again express our incompetence to give any solution. One thing must be satisfactory, that another dividend of 30*s.* per share has been declared—that the sums borrowed have, to a considerable extent, been reduced; and the fact, that the shares have, considering all things, borne a good price in the market, and within the past few days risen 2*l.* per share in value, proves that there are parties who have great faith in the undertaking. We, however, have always been enemies to concealment of the proceedings of directors—at all events their copartners ought to know what was going on; and, if it was so essential that nothing should publicly transpire, it would be as much to their interest, as to those behind the scenes, to keep such knowledge to themselves.

CALLINGTON MINES.—Notices of a quarterly meeting of the shareholders have been issued, to be held at the offices of the company, 44, Finsbury-square, for Thursday, the 27th. We are pleased to find, that the directors are falling in with the wishes of the shareholders generally, by holding quarterly instead of annual meetings only—this being the first quarterly meeting convened.

PROGRESS OF FRENCH MINING INDUSTRY.

[FROM OUR PARIS CORRESPONDENT.]

The Report of the Mining Engineers attached to the Government dwells at some length upon the manufacture of steel. It says that the steel produced in France is of two descriptions—natural steel, and steel *cementé*; the former is obtained by a refining operated entirely by means of charcoal on cast-iron, also produced exclusively by means of charcoal; the latter comes from forged iron prepared exclusively by means of vegetable fuel, but it (the steel) is prepared in furnaces heated by mineral fuel. It appears that it is the same with respect to steel as with iron—the qualities obtained by employing vegetable fuel do not increase in quantity, whilst those obtained by means of coal become larger every year. The steels called *aciers fondus* also come exclusively from the *aciers cémentés*, subjected to fusion by means of coke. A table is given of the production of steel in every year from 1836. Without repeating it entire, it may be stated that, in 1836, the quantity of natural steel was 32,568 metrical quintals; 1836, only 27,848; 1840, it rose to 35,459, the highest it ever obtained; in 1842, it was 31,164; 1843, 35,293; 1844, 32,121. The production of *acier cémenté*, in 1826, was 15,000 metrical quintals; 1836, 21,617; 1840, 38,589; 1842, 39,938; 1843, 58,121; 1844, 59,228. The production of *acier fondu*, in 1826, was 1580 metrical quintals; 1836, 3932; 1840, 8578; 1842, 10,228; 1843, 16,221; 1844, 18,602. The report then goes on to state, that the French soil does not produce the ores fit for the manufacture of the superior qualities of steel. They exist only in the Austrian Alps, in the Prussian provinces of the Rhine, in the north of Europe, and especially in Sweden. In this respect, it is remarked, it is different from the case of iron ores, of which there are abundance; but unfortunately the scarcity of fuel renders it impossible to turn them to account, and importations are consequently necessary. To obtain, then, steels of good quality, France has been obliged to import either the first matters for fabrication, or raw steel from countries in which the said ores exist, or in which (as in Great Britain) they are extensively manufactured. In the last century, and at the beginning of the present, the report continues, the *aciers bruts* or *craus* were imported directly from foreign countries; but since 1814, they have been produced in France, by importing the iron from which they are derived either from the Rhenish provinces or Sweden. Of late, it appears that the establishment in which such productions take place have been on the increase, and are expected to become still more extensive. They are situated near the coal pits of the north, which is a great thing in their favour. It is hoped, too, that the discovery of ores in Algiers will have the effect of increasing their prosperity. In 1831, the quantity of steel in bars, and steel called *ouvré*, imported into France, was 10,140 metrical quintals. It increased every year till 1836, when it attained 19,160 metrical quintals; it then declined gradually every year until, in 1843, it was only 13,245 metrical quintals;—and in 1844, 12,199. The general account of the fabrication of steel, in 1844, stands thus—Natural steel from French cast-iron, 8060 metrical quintals; ditto from foreign ditto, 24,061; steel *cementé* from French iron, 43,228 (the maximum); steel *cementé* from foreign ditto, 16,000 metrical quintals (the minimum); steel imported in bars from Great Britain, 2231 metrical quintals; from the German states, 5040; from Sweden, 15; tools in steel imported from Great Britain, 1096; from the German states, 3817—making the general total, 103,543. Of this, 73,408 were employed in fusions in French establishments; 17,057 were also employed in like manner, or delivered immediately for consumption; 12,199 foreign importations were immediately consumed, and 879 were exported. The total value created in the different branches of steel manufacture in this country, in 1844, was 7,951,557 *fr.* The total value created in that year by the whole iron industry was 150,177,568 *fr.*, of which 14,774,340 *fr.* went in the extraction and preparation of ores; 46,991,075 *fr.* in the fabrication of cast-iron; 46,659,346 *fr.* in the fabrication of raw iron; 33,801,250 *fr.* in the principal elaboration of raw iron and cast iron; and 7,951,557 *fr.* in the fabrication and principal elaboration of steel.

The report from which the preceding figures are extracted dwells at some length on the prospects of mining industry in France. It describes them as highly favourable, from the improved means of conveyance, the increase of fuel, the substitution of coke and coal for wood, the discovery of better and more economical systems of working furnaces, &c. &c. On this subject, however, I shall have a great deal to say at a future time.

The new commercial treaty between Belgium and Holland will be very advantageous to the mining industry of the former country, inasmuch as it will put an end to the war of tariffs, which has caused a very considerable falling off in the exportations of coal and iron. No particular stipulation is made in the treaty with respect to any mineral product, except it be that a reduction in certain navigation duties is stipulated in favour of iron and rails of Belgium, and the granting of the same privileges to boats laden with coal on rivers and canals as are enjoyed on the Rhine.

The *Moniteur* of Paris still remains dumb as to the expected—and, indeed, half-promised—reduction of duty on iron for shipbuilding. Speculations are afloat as to the course the Ministry will pursue in the new Chamber, with respect to a revision of the tariffs generally, and especially to that portion of them relative to iron and coal. That it is disposed to adopt liberal commercial measures, which the country requires, is generally believed; and the Minister of Commerce, in his election speech, held out a vague promise, to the effect that reforms may be expected. The monopolist interest is, however, very strong in the new Chamber—though some sanguine people say, that the Cabinet has such a great majority, that it can afford to sacrifice some votes to put it down.

The official returns relative to the commerce of Algiers mention, among a multitude of other things, that the importation of coal, in 1844, had increased 22 per cent. as compared with 1843, and iron and steel 6 per cent. No mention whatever is made of Algiers having exported either iron, copper, or lead, or any description of ore.

The Belgian Government has lately published documents relative to Belgian commerce,—from which it appears, that the exportation of unwrought cast iron was 33,000,000 kilogrammes during the first six months of 1846, being an increase of 14,000,000 kilogrammes compared with those of 1845. The greater part of this vast quantity was sent to Germany and France. The production of coal was greater in 1845 than ever had been known before. In the province of Liege the increase over 1844 was 25 per cent.; in the province of Hainault 10 per cent.; 29,076 workmen, 982 horses, and 274 steam-engines of 13,952 horse power, were engaged in or about the coal-pits of Belgium.

The Minister of Public Works has caused to be annexed to the Mining School of this capital a laboratory for analysing any metals or minerals, that any of the public may choose to present. The advantage of practical instruction in such matters is also secured to the pupils of the school.

Transactions in mining shares on the Bourse continue to be engaged to a considerable extent.—*Paris, Tuesday.*

PRODUCTION AND CONSUMPTION OF COAL IN FRANCE.

We have, on numerous occasions, given statistical returns of the produce of the coal deposits of France—notwithstanding, the following general summary, made up from the latest returns—viz: up to 1844—will not be uninteresting. The number of coal mines conceded is 407, covering an extent of 450,546 hectares; they are worked by 121 horses, and 391 steam engines—the latter representing a total power of 10,606 horses; 29,554 persons are employed, and the total yield in that year was 37,827,395 metrical quintals, of which 5,799,240 met. quin. were anthracite. This quantity was obtained as follows:—

From the basin of the Loire	Met. quin. 12,348,438
Ditto ditto Valenciennes	9,971,793
Ditto ditto Alsas	8,696,990
Ditto ditto Creusot et Maizy	2,260,000
Ditto ditto Aulais	1,520,894
From various other districts	8,739,310

Coals imported from foreign countries 17,558,850

Total consumption in 1844 Met. quin. 55,386,254

The above 17,558,850 met. quin. was obtained as follows—viz: Great Britain, 4,276,936; Belgium, 11,157,949; Rhenish Provinces, 2,090,367; various, 33,607 met. quin.

SPECULAR IRON ARTIFICIALLY PRODUCED.—The theory for the formation of crystals of specular iron in the fissures of volcanic rocks through the agency of chlorine, proposed and explained by Mitscherlich, has been lately confirmed by a singular phenomenon at the salt mines of Wieliczka. The supporting wood-work through these vast mines was sometime since consumed by fire, and the iron tubes suffered more or less. After the fire, some specimens of siliceous clay were obtained from the parts which had been exposed to the heat, which were traversed with fissures covered with implanted crystals of specular iron.

Original Correspondence.

MINERAL WEALTH OF ALGERIA.

Sir,—Much having been written and published in reference to the mineral riches of Africa, and having been called upon to explore the south-west coast, with a view of making some valuable discoveries, I take an opportunity of forwarding you a few particulars, which will, doubtless, prove of interest to your readers. At the Cape of Good Hope the rocks are granite, trap, and old red sandstone; the Table Mountain is about 300 feet high. To the eastward of this town, about 500 miles, I am of opinion extensive veins of coal may be found; but to the north, to Woolwich Bay, the rocks are all plutonic, and present no appearance of minerals or valuable stones worth attention. The gold stated to have been found at the Orange River is nothing but mica, and the nitrate of soda decomposed quartz. I have seen no part of that coast volcanic, though I have travelled 72 miles into the interior.—J. H. BAKERWELL, C.E., M.S.: London, Aug. 10.

LEAD MINES OF CORNWALL AND DEVON—SALES OF ORES.

Sir,—Occasionally there have appeared, in the columns of your valuable Journal, some letters and other information relative to "the mysterious lead trade," sales of ore, &c.; and in your publication of the 8th inst. may be found a letter signed "M. P. R."—and in that letter the writer appears to be asking some very important questions relating to lead mines, sales of ores, &c., suggesting, among other things, that lead ore should be sold at public sales, or ticketings, as is usual in respect of copper ore sales—so that, through the usual channels of information (the press), the outstanding adventurers, and the public who may be interested, may, in some measure, be made aware as to the produce of any or all mines they may happen to be interested in. Now, sir, the present ticketing system for copper ores—or, at least, some of its details—do not appear to satisfy everybody; yet, I contend, it is very much superior to the usual course adopted in respect to sales of lead, or silver-lead ores, which are, in reality, private sales; inasmuch as copper ore sales are public—or, at least, the result of sales are published—and, of course, are more satisfactory, being more *English-like* in their tendency. Confining myself to the present to the counties of Cornwall and Devon—although I could say much relative to lead and silver-lead ores in such districts as the north of England, North Wales, and the Isle of Man—yet, in respect of Cornwall and Devon, as to its produce in lead and silver ore, during the year ending 30th June, 1846, there have been upwards of 17,000 tons of such ore raised, and sold in these two counties, which have realised the amount at the respective sales of 300,000 sterling. This amount, Mr. Editor, if published, would raise these counties still higher in their scale of importance as rich mineral districts; and who have ever found but that proper publicity has been a benefit to mining? I trust, sir, to see more letters inserted in your valuable paper, fairly discussing this important subject. You will have seen this perceived that, if the copper ticketing system was but adopted for lead ores likewise, an improvement on the present system of lead sales would, as a matter of consequence, be the result, from the publicity that such sales would acquire through such papers as the *Mining Journal*.—W.: London, August 12.

ENGLISH GUNS—THE AMERICAN ONES NOT THE LARGEST.

Sir,—In your Journal of the 8th inst., I observe a paragraph headed "the greatest iron gun ever cast yet." For the information of your readers, the guns made by Messrs. Walker, at the Gospel Oak Works, Staffordshire, very far exceeded "the greatest gun ever cast yet," either in America, or probably elsewhere. The guns I allude to were made for the Pacha of Egypt, and weighed in the rough state 63,000 lbs.; in the finished state, 41,000 lbs. They were 13 ft. in length; base ring, 48 in. diameter; bore, 15½ in. diameter; the shells weighed 320 lbs., the shot 456 lbs. Birmingham, August 11. ONE WHO SAW ONE CAST.

SUPPLY OF BLAST FURNACES.

Sir,—In your Journal of the 18th ult., I find an article of great interest to myself, and perhaps to many others; and I shall be particularly obliged if you would ask your correspondent, Mr. R. Musket, of Coleford, to insert in the next Journal, if possible, full particulars of "the rich and boundless iron ores which as yet lie unknown, and, therefore, disregarded in South Wales; and may be gotten in Staffordshire at one-third the present cost from a source unknown to the iron world; and in Scotland, richer, cheaper, and in tenfold abundance than blackband." Geological and mineralogical research has, indeed, done little good, if it has overlooked the principal iron formations of Great Britain. I earnestly intreat Mr. Musket's attention to the importance of giving all requisite information, and let me hope that he will not fail doing so.—N. C.: Gijón, Asturias, Spain, Aug. 3.

TUTWORK AND TRIBUTE.

Sir,—It must be evident to all your correspondents who have paid attention to the controversy, that the merits of the "Tutwork and Tribute" system is now at rest; its advocates have decided it, by failing to bring forth a single point in its favour in the two last Journals. The *tack* they are on now is endeavouring to prevent the effect of the exposition, by telling the world what a man of insignificant I am. Permit me, sir, to help them out in this, their contemptible, subterfuge, and fully acknowledge "that I am a poor man, and lightly esteemed;" and, farther, that I am nothing but a tool or instrument in this matter but they will know, to their cost, that this despised tool is in the hands of a power which they will find to be irresistible. Let them remember that an insignificant rod was made of ample strength, to overthrow the mighty hosts of Egypt; and if they persist in their lying and groundless opposition, after thus being refuted and confuted on every side, and will not yield to reason, they will be compelled to bow under a rod of iron. As all discussion of the merits of the question is left entirely in my hands, allow me, sir, to call your attention to a circumstance confirmatory of what I stated at the onset—viz.: "that the 'contract' practice gave the captains a lazy life." I can call for your testimony to confirm what I am now about to advance, which is, that several mining captains in this district, who are paid 7l. or 8l. a month by the adventurers for their whole and entire services, yet go, and with barefaced impudence and injustice to their employers, take the captainship of some two or three other mines in the neighbourhood, and this practice, unwarrantable as it is, is connived at by the managers themselves! Now, what do we learn from this? Why, that their time and exertions are of little or no use to the company who pays them for it! Some of your writers on this subject state, that my declaring "that the great mass of our bal captains are utterly unfit for their office, is very rude, or very rash, or very unkind—but, verily, it is very true. There should be no mining of this matter. It is the insufficiency of the men in office, and the imperfection of the mode of working, and the wide-spread ruin of the effect of both, that has urged me on to the attack. The empty sound of my opponents will not move me an inch; whoever dares, as I have done, to take a wild bull by the horns, must expect plenty of foaming and bellowing. But there appears to be a considerable inquiry among those writers to find out by what motive I could be actuated on this occasion, and which they say is so likely to militate against my own private interest. We learn by this, Mr. Editor, that patriotism or public spirit is so rare a thing, that when she appears, no one recognises her. My sole aim, sir, is the public good. I bear no ill will to any man; but I fear not the contempt of families or nations—and when I see a monster spreading destruction around him, and producing distress and misery among my brethren, I would put my life in my hand to bring him down.—JOHN BUDGE: Callington, Aug. 10.

MINE SURVEYING.

Sir,—I am pleased to see that the introductory problem I gave has been answered by Mr. John Young, of Barnstaple; and though I have not examined the solution I doubt not that that gentleman has mathematically proved its precision. Your students readers may easily test its correctness by squaring the easting and northing, and taking the square root of their sum, which will furnish the exact length of the hypothenuse, or given line, if I am right. Its practical benefit is manifest; for, after the main line has been measured off on the given bearing (126 fms. 2 ft. 8 in. on 37° 28' east of north), and the mark fixed in the ground, if we return to the starting point and measure due east 76 fms. 5 ft. 6 in., and from that point due north 100 fms. 2 ft. 2 in., then the end of this last cardinal line will fall exactly on the fixed mark—a practical operation which demonstrates the truth of the survey. We will, if you please, follow up this useful and interesting subject of elementary dialling by requesting a solution of the following problem:—Two lodes have been discovered 35 fms. apart at the surface, inclining by their underlay toward each other, the south lode underlays north 25° 30', and the north lode underlays south 33° 15'. Query: How far from the south lode will be the true point for pitching a vertical shaft to come down on the junction of these lodes, and what will be the depth of that shaft?—JOHN BUDGE: Callington, Aug. 10.

ON MINE SURVEYING.

Sir,—Use that your correspondent, John Budge, has contradicted "That there are many first-rate diallers, who do not know what trigonometry means," as one of your correspondents stated. I am sorry that Mr. Budge should be so ignorant of the qualities of the mining agent; he professes to have surveyed several mines, so I should think he must have seen some of their work. For several years I have been surveying in mines, and I find that those "ignorant captains," as Mr. B. calls them, have holed their ground properly and effectually; some of the most glaring mistakes I have seen have been made by the parties that have been paid for surveying. What does Mr. B. think of this? There have been several mines in this neighbourhood worked, and still are working, where there has not been a farthing paid extra for dialling; and if Mr. B. would trouble himself to inquire, he will find that the communications between the shafts, winzes, and levels, are properly done; and who are the parties that have given the directions?—men who do not know the meaning of the word trigonometry; these parties do not know how to use the pen, so well as Mr. Budge, but I am positive they know how to use the dial as well as any surveyor. I hope "The Miner" will pluck up courage to measure his mathematical sword with the editor of the *Practical Miners' Guide*; and I think, after a few passes, the editor and his Guide will go to the leeward. Redruth, August 8. A SURVEYOR.

ANTIDOTES TO ARSENIC AND LEAD.

Sir,—I certainly, on a former occasion, detailed to you the antidotes both for arsenic and lead; but since Mr. Martin, of Penzance, has, in your last Number, renewed the inquiry, I may state that oil, in any shape or form, is altogether inert and useless; if indeed it be not rather injurious in reference to metallic poisons of every kind. I repeat injurious, for the sebaceous acid of fatty matters, as in the case of copper vessels, produces a virulent cupreous poison. Hydrous peroxide of iron is a complete, absolute, and perfect antidote to all arsenical poisons whatever, as I have repeatedly and triumphantly proved by experiment. It is the same thing as "redde," used to mark sheep, and identical with the red deposit of a chalybeate, or ferruginous spring, and is easily obtained artificially by adding to a solution of "green vitriol," or sulphate of iron, a solution of caustic potassa, passing the liquid through filtering or blotting paper, when the oxide will remain on the paper in the form of a dark substance. Add water, to wash it from excess of alkali; and on exposure to air and light, it will soon assume a bright red colour. As the hydrous peroxide of iron is harmless, there need be no fear of an overdose—let plenty, therefore, be administered. The celebrated toxicologist, M. Orfila, says in his letter to me—"Mon opinion est conforme à la votre relativement à l'emploi de peroxide de fer dans l'empoisonnement par l'arsenic."—ample warrant for its decided efficacy. Weak solutions of sulphate of magnesia (Epsom salts), taken at intervals, will counteract the effect of lead introduced into the stomach. If inhaled in the form of subtle vapours, the mask saturated with sulphate of magnesia in solution will condense and neutralise the vapour of lead. In the case of glazing earthenware with oxide of lead, the hands should be previously, and from time to time, washed with a solution of alum. In all these cases, an insoluble and perfectly inert sulphate of lead is formed.—J. MURRAY: Portland-place, Hull, August 11.

GREENHOW'S GEOMETRICAL RAILWAY SYSTEM.

Sir,—The critical remarks of M. Burnier on the Geometrical Railway of Mr. Greenhow, when stripped of personalities, which should have no place in philosophical inquiries, undoubtedly contain some subjects worthy of grave and serious consideration; but it will be easy to show, that M. Burnier has, in some instances, been too hasty, and in others entirely wrong, in his conclusions. The experiments on friction by Coulumb and Morin in France, and by Wood, Rennie, and Vince, in England, have by no means led to uniform and decided results; and though generally they concluded that friction is determined rather by weight or pressure than by extent of contact of surface, it may yet be considered as an open question, requiring further experiment and observation for its solution. The experiments of these gentlemen were tried upon a plane, and not on a rounded or cylindrical surface, by which it is probable the effects of friction would be much modified. In illustration, I may refer to the piston and cylinder of a steam engine—the form of which has, doubtless, been chosen on account of its being attended with the smallest degree of friction,—for it cannot be doubted that, if a square piston were made to play in a tube of corresponding shape, the friction would be greatly increased; and yet this but the converse, so to speak, of the cylindrical rail and hollow tire of the wheel. This same illustration will also show the great error into which M. Burnier has fallen, when he says of the concave tire, that "the whole is a flange continually acting,"—for, by the same rule, the cylinder of the steam engine must be a flange continually acting; whereas, in point of fact, in the one case not less than in the other, it is a well-fitted piece of machinery, which keeps its place naturally and surely, with the least possible degree of friction, and in which the extra bulwark of a flange is not needed. M. Burnier's description of the intentions of a flange is so true, that I shall make use of it, to show the difference between its action and what has just been described—"A flange," says M. B., "is intended to act only when there is a change either in the direction of the carriage, or in that of the road—each case may be called a disorder. The action of the flange increases naturally the resistance: it should, then, be so constructed, that it should act as little, as seldom, as safety would allow." What does this prove but that a flange is a necessary evil? and the necessity for this evil arises from the very circumstance which Mr. Greenhow's round rail is intended to obviate—viz.: the non-geometrical (I must use the expression) fitting of the wheel to the rail. How different is the smooth and easy action of the piston in a well-fitted cylinder; and, by a parity of reasoning, how different would be found the action of the well-fitted tire upon the cylindrical rail? That the Great Western and the Lyons and St. Etienne Railways are well constructed, according to the existing practice, and do their work well, I do not doubt; but they possess the inherent evil of the flange, which M. Burnier himself so graphically describes, and which, as it has so often done in a way which seems to baffle all inquiry, may, at a time when least expected, lead to the greatest disasters, which can only be prevented by the application of a safer and sounder principle.

I shall enter into no argument with M. Burnier, respecting the definition of geometry. But if, as I believe, he and I employ it in the sense of the application of measurement to the purposes of machinery, he can easily understand the propriety of specifying that measurement, as in the angle of 22½° in the case of the inclined spokes, from which I believe Mr. Greenhow has never departed. M. Burnier might, therefore, have safely concluded, that the instance in the *Patent Journal* to which he refers, in which 12° was substituted, must have been a misprint, or accidental error. A limit must be given to such inclination, and the subdivision of a circle represented by 22½° was probably fixed upon as the safest and most efficient boundary of that limit. That this inclination of the spokes, and the other arrangements adopted by Mr. Greenhow, are the necessary and natural sequents of the fundamental parts of his system, I shall, perhaps, endeavour to prove to the satisfaction of M. Burnier in a future communication. Cambridge, Aug. 11. G. M. T.

SAFE SYSTEM OF TRANSIT—ATMOSPHERIC RAILWAY.

Sir,—Your advocacy of a perfectly safe system of transit induces the liberty of this encephalic; and in the imperfect fulfilment of which, may will and endeavour compensate for deed. The subject is one worthy of more efficient notice, and of more general and impartial consideration, than has hitherto been given it. The atmospheric railway, it is admitted, even by its enemies (and it has, from self-interest, many), possesses numerous and great advantages; but impartiality also suggests several defects, regarding it in an efficient and commercial point of view. A consideration, however, which is universally assented to, is attached, that must carry not a little weight with the public, as influencing its adoption—one that has Nature so strongly enlisted on its side, even the most subtle device of Art, returning to the ungenerous mind of a prejudiced and self-interested rival; cannot overcome; for the leading principle of life—self-preservation—is contained within it. Could means be resorted to for inducing a disposition to suicide, it would, doubtless, have been done by those partisans, who, to their regret, are forced to acknowledge, the atmospheric system insures, and has mixed up, as unavoidable ingredients, perfect security to life and limb. If this mode of propulsion does contain actual remedy against destruction of life, even with only a comparative efficiency in point of working, then Parliament, as a constituted authority to inquire or sanction, resolves its sin of omission, amounting in effect and synonymous with "commission," to the valuation of life, by an easily-told, perhaps small (if any), commercial saving; and, in each instance, of an accident (fatal), may by more rigid moralists have fixed by the comparative economy of the two modes of working, the value of a man's life at so many pence per mile—perhaps over and above the worth of some, nevertheless under the value

of others. It is true, we have had a Parliamentary inquiry—a commission did sit; so also did there on the Gauge Question and Potato Disease—the latter too had to recommend it the end of 1840. What the results? and, with respect to the "gauge," the highly gifted opinions of astronomers were consulted, who, Government-presuming, as knowing the relative position, or distances, between the stars, must, of a necessity, know the proper width, or distance, between the rails—moonshine! Let us have a competent jury for a verdict, with practical proofs and trials as witnesses, the evidence will then give a correct and decisive result. Will the "atmospheric" work? (It does.) With perfect or only increased safety? (Its enemies admit there is no danger.) Is it capable of accommodating the ordinary run of traffic at a necessary speed? or as new, may it not admit of improvements (if incapable), and thereby demand support or encouragement? and, lastly—humanity, not worldly policy suggests—what the comparative economy, much or any, on which side, and what commercial advantage may be considered to constitute a compensation for life? Let us have it defined, and let the definition be acted on. Delay may add to the blame (a less harsh term than sin); and inasmuch as the sacrifice of all that is dear is entailed, and may be avoided, the neglect, in case of continued accident, would, in more severe minds, blend itself with nothing short of murder. Let the Government in this matter, to atone for past offence, at once fully and impartially do their duty. The public should rouse themselves, and wake, like a lion, out of sleep, to assert their rights—choose a "Bright" and "Cobden"—establish a confederacy for "free" examination; and do only what their own interests, following the natural dictates of reason, ought to suggest. The locomotive system is unsafe; and, as has been "Pattishly" observed—"It is only by accident, or chance, there is no accident." Those of late, however, have established a natural and reasonable dread in the minds of many, and, as an engineer, the assertion may be relied on—because it cannot be refuted—that the risk run every yard that is travelled is, in effect and point of simile, equal to some improper action of the body; the structure is finely spun, a mere thread breaking may snap the chord of life asunder. It does not follow, as a certainty, that, because we have done so once, we may repeat, free from accident, throughout the whole term of our existence; not a century back, at the quick velocities and round curves, to be kept on the rails, or debarred from rushing headlong into eternity by a small flange, would have been held, not as preposterous, but the contemplation of crime, or a "safety-valve" for the relief and escape of the surplus population. The public are uninitiated in the mysteries of mechanics (it is well for the proprietorship that they are so); they rush, unconscious, like "oxen to the slaughter." The present system might be improved, guide-wheels adopted or enforced, and other precautions taken; monopolies will incur no avoidable expense, unless they are compelled (though it be for the protection of life, and directors are professedly Christians), by that authority which gave them power. A general inquiry, as to the safest mode of transit, and adoption of means to make present systems more so, or comparatively perfect, is what is wanted, and what the public for their own interests should and can demand. The atmospheric has its defects, as well as advantages; but it is safe. I am no interested partisan; but, by duty, wish to aid towards the consideration of what has been advanced, through a simple effort, for the purpose of, in others, suggesting the exercise of more able; and, sir, respectfully remain—CANDOUR: London, August 12.

STEAM ENGINES IN FRANCE.—The Minister of Marine and Colonies has concluded contracts for the construction of steam-engines for the following Government steam-frigates:—the *Mogador*, one of 640-horse power, and the *Caton*, one of 260, by M. Schneider; the *Gorgone*, one of 300, to M. Benet; the *Euménide*, one of 300, to M. Hallette; the *Mouette*, one of 200, to M. Taylor, of Marseilles; the *Goeland*, one of 200, to M. Gache, sen., of Nantes; the *Heros*, one of 200, to M. Babonneau, of Nantes; and the *Phoenix*, one of 200, with M. Nilhus, of Havre-de-Grace. The Minister of Marine is determined to give French steam-engines a fair trial on board the vessels of war now constructing—so much having been said in their favour by those jealous of the importation of British engines for the royal navy, and accusing the Government with a strong partiality towards English machinery. There is no doubt, but there are many clever engineers in France, who are capable of making excellent engines; but it unfortunately happens, however, that the majority of the engines, which have been placed on board the Government ships, have proved to be far inferior to the English ones the Minister of Marine contracted for sometime since, and which are now in good condition; whilst many of the French manufacture have been found nearly useless in rough weather—a fact, which has been publicly stated in their own papers at various times, and that, in several instances, English engines have been substituted!

IMPROVEMENTS IN MINE LIFTING MACHINERY.—Mr. Palmer, of Tavistock, has taken out a patent for improvements in machinery for lifting in mines, consisting of various methods of producing a continuous rotation of the winding shaft from the reciprocating movements of a beam or rack, in lieu of the band and drum usually employed. In the first improvement, a ratchet wheel is fixed on the winding shaft, on which two radial arms oscillate on one common centre; from the ends of these arms descend two rods, connecting the arms with a beam, to which a reciprocating movement is communicated from the engine; the outer ends of each of the arms carry a spring catch, or pall, which takes into the teeth of the ratchet wheel in opposite directions, precisely similar to the escapement teeth on the pendulum of a clock—each of these catches or teeth thus alternately carry the wheel through a portion of a revolution, and by a repetition of the movements, a continuous rotation of the winding shaft is produced. When a quicker motion is required, the machinery consists of a frame, to the inner sides of which two racks are bolted; two spur wheels, mounted loosely on the winding shaft gear, into the racks, and these wheels carry catches or palls, which take into the teeth of the ratchet wheel, keyed on to the shaft; a reciprocating motion is given in this instance to the rack; and by its teeth catching and escaping each rack alternately, a continuous rotation is imparted to the shaft. Another modification of this invention is by two sets of spur wheels and ratchet wheels, with their teeth set in opposite directions; the spur wheels turn loosely on a boss, and the ratchet wheels are keyed thereon; the boss is firmly connected by means of a key to the winding shaft, along which it is capable of sliding, and the whole can be thrown in or out of gear by means of a forked lever. The claim is for improvements in mine lifting machinery, by producing a continuous rotary motion of the winding shaft, from a series of reciprocating or up-and-down movements, according to the several modes described.

WHEELER'S PATENT TRIANGULAR RAIL.—A formation of rail—the result of a most ingenious and happy idea—has been patented by Mr. Wheeler, and which bids fair to set at rest the question as to the best form of rail to insure safety, speed, and economy, as it combines advantages which none of those at present in use can claim, although it presents the same upper surface to the wheel and flange. In section this rail presents an equilateral triangle, each point removed to give the curved surface to the rail, and semicircularly hollowed out between each towards the centre; each casting has thus three separate rails—each of which may be placed upwards in succession as those in use become worn or injured. In laying this description of rail, a continuous half round sleeper would be secured to the continuous sleepers, on which one of the hollows would fit: the whole would rest secure on the points or edges of two of the rails—thus forming lateral continuous bearers; while the upper one presented its surface to the wheels in the usual manner: the chairs would be formed to fit the two supports, and be bolted to the sleepers in the usual way. The following substantial advantages are claimed by the patentee:—Great strength, and impossibility of the rail springing or curling at the ends; greater steadiness, from the character and position of its bearing upon the continuous sleeper; increased safety, inasmuch as wheels with deeper flanges can be advantageously used on them; and greater durability from the form itself, and from having three surfaces to bear on in succession.

IMPORTS AND EXPORTS OF BELGIUM.—The Belgian Government has just published the commercial tables for the first six months of the present year, from which we find, that one of the most important facts in the state of Belgium commerce is the enormous increase in the exportation of raw melted iron; this exportation amounted, during the first six months of last year, to 19,000,000 kils.; in the corresponding six months of the present year, it amounted to 35,000,000; an increase of 14,000,000 kils, or 73 per cent. It will be remembered that not more than 10 years since the iron industry in Belgium, after having outstripped its production, was a prey to a terrible crisis, seeking a market for its produce, and demanding loudly a reduction in the French tariff. At the present day Belgium has disposed of what was on her hands, all her armatures are in activity, and new ones are being constructed. The greatest portion of her export finds a market in Germany, owing to the reduced duty of the Zollverein, and to the great demand for the construction of railways in the Prussian provinces. It finds another market in France, in the large forges established within the last few years in the Department du Nord.

Proceedings of Public Companies.

MEETINGS DURING THE ENSUING WEEK.

THIS DAY.....Cornwall and Devon Central Railway—London Tavern, at Eleven.
MONDAY.....Surrey Iron Railway—George and Vulture Tavern, at Eleven.
 Shipowners' Towing Company—offices, at Twelve for One.
 Pilbrow's Atmospheric Railway—London Tavern, at Two.
TUESDAY.....London and Blackwall Railway—London Tavern, at Twelve.
 Richmond Railway—London Tavern, at One.
 Oxford, Witney, Cheltenham, & Gloucester R'way—London Tav., Twelve.
 East Pool Mining Company—on the mine, at Twelve.
WEDNESDAY.....Combarnit Mining Company—on the mine, at Twelve.
 London, Brighton, & South Coast R'way—London-bridge Station, Twelve.
 Alfred Life Assurance and Annuity Association—offices, at Two.
THURSDAY.....Waverley Valley and Great Yarmouth Railway—London Tav., at Twelve.
 Madras Railway—offices, at Twelve.
FRIDAY.....Alton Mining Association—offices, One for Two.
 Shrewsbury and Herefordshire Railway—offices, at Twelve.
SATURDAY.....Newry, Warrenpoint, and Rosstrevor Railway—offices, at One.
 Furness Railway—offices, at Eleven.

[The meetings of Mining Companies are inserted among the Mining Intelligence.]

CHARING-CROSS BRIDGE COMPANY.

The half-yearly general meeting of proprietors of this company was held at the offices, Villiers-street, Strand, on Thursday last, the 13th inst.

WILLIAM HAWES, Esq. (deputy chairman), in the chair.

Mr. LAWRENCE (the clerk), having read the notice convening the meeting, read the following

REPORT.
 Your directors have to report, that the tolls of the past half-year will justify a dividend of 12s. 6d. per share, being at the rate of 5 per cent. on the capital stock of the company—the payment of which they recommend accordingly to the meeting. Your directors have not yet obtained the Act of Parliament to enable them to convey the bridge to Messrs. Jackson and others: they think it due to the proprietors to state, that the report of the commissioners appointed to examine the plans for the proposed railway terminal in and near the metropolis, has retarded the progress of the bill in Parliament. Your directors very much regret to be again obliged to refer to the differences existing between the Hungerford Market Company and this board.

After the strongly-expressed opinion of the last general meeting against law proceedings, your directors submitted plans for the arrangement of the steam-boat passenger traffic to the directors of the Hungerford Market—so advantageous to that company, that nothing but a disinclination on their part to co-operate in obviating the difficulties incidental to a strict construction of the agreement, can account for their refusing. All attempts, therefore, to arrange the differences between the companies having failed, and the market directors still refusing to refer the subject to the consideration of some competent authority for decision, your directors have no other alternative, to avoid law proceedings, with which they are threatened, than to endeavour to carry out the provisions of an agreement—a slight modification of which would afford to the public ample accommodation, and without which, confusion and delay must arise to all frequenting the pier and bridge, to the injury of both companies. The correspondence between the companies is printed, for the use of the shareholders.—Three of your directors, and one auditor, retire from office, in accordance with the 68th section of the Company's Act of Incorporation, but, being eligible for re-election, offer themselves accordingly.

From the statement of accounts, it appeared, the capital raised by calls was £3,000; loans, £26,000; from Messrs. Jackson, and others, £10,000; forfeited shares, &c., £521. 15s.; total, £116,552. 15s.—while the entire cost of works, law, engineering, Parliamentary, interest, and other charges to present time, was £118,877. 9s. 6d.; showing a balance against the company on this account, of £224,144. 5d. The revenue account stood as follows:—tolls received in 15 months, £129,781. 2d.; rent of wharf, £102. 14s. 6d.; rent of office by Steam Boat Company, £21. 10s.; dividend on market share, £1. 5s.—The payments were—dividends and interest, £493. 7s. 6d.; interest on loans, £49. 8s.; directors' clerk, &c., £501; toll collection, taxes, gas, stationery, printing, and sundries, £176. 7s. 6d.; leaving a balance of profit, on the six months, of £2118. 9s. 6d.

The CHAIRMAN explained, that the debt was on the capital account, while the dividend would be paid out of the *bona fide* profit of the half-year.—In reply to a question from Mr. Adams, as to the progress of the bill for the sale of the bridge, the CHAIRMAN said, that the solicitors, at the last meeting, had misled them, by stating that nothing more was required, but a common estate bill for the legal transfer of the bridge; on taking the necessary steps, they found they were compelled to prove that public benefit would arise from the change—that it was, in fact, a public bill, which involved more extensive detail, and greater expenses; it certainly would not be passed this session.—A very long discussion then ensued, as to the misunderstanding between the Market Company and the Bridge Company, respecting the right of way of the former for their steam-boat passengers, over a width of 6 ft. of that portion of the bridge from the terrace to the northern tower, where the staircase descends to the pier. It appears that, if carried out to the strict letter of the agreement between the two companies, such plan would be most injurious to the interests of the bridge; the directors of the Bridge Company had for 18 months been ineffectually endeavouring to come to some amicable arrangement, which should end in mutual benefit; they had, by deputation and by letter, suggested various plans to meet the justice of the case, as well as the convenience of the public; they had proposed to erect an extra footway outside the chains, 3½ ft. wide, and to rail off 3 ft. inside the chains—thus giving a clear width of 6½ ft., which, being divided by the chains, would be most convenient, as one side would take the stream of traffic to, and the other from, the boats; they had been met in every instance, however, by procrastination and opposition on the most trifling points from the Market Company; and they were now threatened with a suit in Chancery, to compel them to fulfil the agreement to the letter, which would be almost equivalent to throwing open the bridge free.

Dr. MOORE, one of the directors of the Market Company, defended their conduct, designated them as honourable a body of men as existed in London, and endeavoured to show that the whole blame attached to the bridge directors.—Mr. FOWLER spoke at intervals at considerable length, and asked numerous questions; but we could not well make out to which side he seemed to lean.—Mr. SHATTON proposed, that the "tell tales" should be moved to the northern tower—a plan which, "by-the-bye," would throw open the whole northern end of the bridge as a fine promenade for those who have no better pastime than strolling about the bridges, watching the "craft" on the river; but the majority of the meeting were evidently in favour of the new erection outside the chains—a plan which, we are certain, would be most advantageous to both companies, and convenient to the public, and it does appear to us, that the refusal arises from nothing else than pique, and a disinclination to come to any terms.—The CHAIRMAN observed, that, in a short time, the South Western and Richmond Railways would have their terminus near the south end of the bridge, and the Brighton and South Eastern at York Road. These lines would pour between 5 or 6,000,000 of passengers annually into their neighbourhood; and it behoved both parties more than ever to place themselves in readiness to take advantage of such enormous traffic.—The report and accounts were then adopted—the dividend declared.—Messrs. Hawes, Sutton, and Miller, three directors going out of office by rotation, were re-elected.—Mr. Vaughan was re-elected an auditor—and thanks having been voted with acclamation to the chairman, the meeting, which lasted two hours, separated.

PILBROW'S ATMOSPHERIC RAILWAY COMPANY.—A meeting of the proprietors of this apparently unfortunate company, which has, we believe, been twice adjourned since May last, to ascertain somewhat of the position of their affairs, was to have been held on Tuesday last, at the London Tavern, when circumstances, over which there appeared to be no control, again caused a postponement—very few were present, and what passed was purely conversational. A committee of five had been appointed by the proprietors to investigate the past proceedings and present affairs of the company; two of these gentlemen had scarcely ever attended—the other three, however, being a majority, had carefully gone through the business, and had agreed upon a report, which Mr. LEMON (one of them) held in his hand; he stated that up to the morning of the meeting, he had hoped that such arrangements would have been made, as to render a report unnecessary; a communication had, however, then been made by Messrs. White and Borrett, which rendered their report necessary; he was sorry to say, that he had only an hour before the meeting received a letter from Mr. Chichester (the barrister, who was on the Oxford circuit, one of the three committeemen who had drawn it up), suggesting some additions and alterations, and stating that he could not attend the meeting, and that he had supposed it was for Thursday, at three o'clock. Under these circumstances, he could not read it, as it would not be the agreed report of a majority of the committee, and he suggested the propriety of an adjournment for only sufficient time, either to get Mr. Chichester's concurrence thereto, or for him to attend himself at the meeting.—After some further conversation, it was agreed to adjourn to Monday next, at two o'clock.—Mr. LEMON considered Mr. White, as solicitor for the directors, ought not to be present.—Mr. WHITE said, he only represented three of the directors—the Earls of Essex and Bessborough, and Mr. Hammond; and he assured the proprietors, that his object was to advance, and not to injure, the interests of the proprietors, as Mr. Pilbrow had brought his action against the directors for the remainder of the purchase-money, and he could give many explanations, which would be highly advantageous.—It was at length arranged that Mr. White would attend, that the sense of the meeting should be taken as to his being present during the discussion.

KENT ATMOSPHERIC RAILWAY COMPANY.—This company—whose bill, it will be remembered, was rejected in committee of the House of Commons—held a meeting at the London Tavern, on Tuesday last, to receive a report from the directors, descriptive of certain arrangements which had been entered into with the Brighton Company, and to reject or confirm the same; the meeting was numerously attended.—W. A. WILKINSON, Esq., in the chair. In opening the business, he observed, that this was not a meeting under the Dissolution Act, but an old-fashioned meeting of proprietors, such as used to take place before such Act passed; and although the directors believed they had the power under the deed of carrying out their arrangements, the directors had thought it right to call the proprietors together, to inform them what they had been doing. It appeared, from the report and statement of the chairman, that out of 92,000 shares, 42,809 only had been paid upon, which, at 10s. (the guaranteed amount of expenses), amounted to £21,404. 10s.; the actual payments had

been £18,234. 13s. 3d.; and liabilities, £24,300—making £42,534. 13s. 3d., and showing a deficiency of £21,300. 8s. 3d.; that an arrangement had been entered into with the London, Brighton, and South Coast Railway Company, by which the plans, estimates, &c., of the Kent Atmospheric Company, be handed over to the former—the scrip-holders to receive in exchange the option of subscribing equally with the London and Brighton proprietors towards any line comprised in the schemes of the Kent Atmospheric, their late application to Parliament having been confined to a line to Maidstone and Tonbridge; and on the confirmation of such arrangement, the scrip-holders would immediately receive a return of 40s. per share out of their deposit of £2. 10s., the remaining deficiency and expenses to be defrayed by the Brighton Company. There was very little discussion on the resolutions for receiving and adopting the report, and empowering the directors to carry out these arrangements, although there had been, as the chairman informed the meeting, several not very courteous communications to them, and some advertisements had appeared, evidently from parties determined to be hostile to the directors; they, however, were considered, very wisely abstained from opposition, when they discovered the excellent arrangements made, and the resolutions passed unanimously. By this decision, the company is virtually dissolved, and the Brighton Company can now proceed to Parliament under the most flattering auspices, for any portion of the comprehensive scheme of railway communication for the northern and central districts of Kent, originally proposed by the Kent Atmospheric Company—the entire plans, surveys, and estimates, of which they now possess.

EXTRAORDINARY SPEED ON THE CROYDON ATMOSPHERIC RAILWAY.—Having been informed by one of the officials of the Croydon Railway, that the atmospheric line was in good working order, I took several trips up and down yesterday, for the purpose of ascertaining whether they worked with regularity, and whether the speed, which I understood was very high with light loads, had improved. All the trains I went by arrived at the termini before the stated time, and the speed surpassed anything I have yet experienced. With a train of four carriages, including the piston carriage, which, it is to be recollected, carries passengers, and weighing about 22 or 23 tons, we reached a velocity of 75 miles per hour. This speed was maintained over a distance of a quarter of a mile. Over a similar distance in the same trip, we got a velocity of 69-23 miles per hour; over half a mile a velocity of 64-28 miles per hour; and for a mile and a quarter, exactly 60 miles per hour. The reader will recollect that the atmospheric run upon the Croydon is not quite five miles. I am inclined to think that 75 miles per hour is below the velocity that will ere long be attained upon a 30-mile portion of the South Devon Line.—*Morning Herald.*

SOUTH DEVON RAILWAY.—We understand that the atmospheric tube is laid down on this line, and completed as far as Teignmouth, and the arrangements in general are in so forward a state, that it is fully expected the atmospheric principle will be in action before the year expires. The first experiment will be made from Exeter to Star Cross, 8½ miles. The country, from Exeter through Star Cross and Dawlish, is of the most beautiful character, and the railway running within sight of the waves of the Atlantic, and protected from their fury by a massive sea wall, impresses the traveller with feelings of the most profound admiration at the grandeur of the surrounding scenes, while dashing along at the rate of 40 miles an hour.

ATMOSPHERIC RAILWAY IN FRANCE.—A cargo of enormous cast-iron tubes has arrived at the Quai des Celestines. They have been made at the forges of Vandœuvre (Aube), and are destined for the atmospheric railway of St. Germain.

RAILWAYS IN GREAT BRITAIN AND IRELAND.

The following is a summary of the Acts passed up to yesterday in this present session, with the length of lines, amount of capital, stock, money authorised to be borrowed, and Parliamentary deposit—

Capital stock authorised by the above Acts.....	£98,814,298
Amount authorised to be borrowed beyond the capital.....	41,383,462
Total amount authorised to be raised.....	£140,197,760
Amount of Parliamentary deposits released from the Accountant-General's hands.....	4,460,641
Length of lines.....	3951 miles.
Number of Acts.....	257

MANUFACTURE OF LOCOMOTIVE ENGINES IN WALES.—On Friday week last, a powerful engine, constructed at the South Wales Iron-Works, Messrs. Grylls, and Co., Llanelli, the first built for exportation in the principality, was tried with a view to test its working before being shipped. The engine, called the *Victoria*, a very large and powerful one of its class, and well calculated for heavy haulage and great speed, was much admired by those who witnessed its performance. Four years ago, locomotive engines were sent from the north of England to Llanelli, which is now exporting those of its own manufacture.

FALL OF AN IRON RAILWAY BRIDGE IN IRELAND.—In preparation for the great cattle show at Limerick, the directors of the Waterford and Limerick Railway had, with a laudable desire of facilitating the egress to the exhibition, temporarily erected an iron bridge, intended for the railway, for the convenience of passengers. It appears to have been on a new principle, as regards its adoption in this country, though fully tested in America—the principal weight being supported by the bank on either side, and the centre receiving in proportion but little pressure. Up to 10 o'clock on Wednesday morning numerous persons, carts, &c., had passed it; and shortly after, at a time when about 50 persons and one horse and cart were on it, it was suddenly seen to oscillate, and in a few minutes was a perfect ruin, the greatest portion falling into the chasm over which it had been erected. We are happy to add, that every individual escaped; but the poor horse was killed, and the cart shattered to atoms. It appears, there is no mistrust of the principle, or of the quality of the metal; but its having been erected in haste, and during the night, is supposed to be the cause of the accident.

It is expected that the Ashton, Staleybridge, and Liverpool Junction Railway will be opened during the next week.

DUNDEE AND PERTH RAILWAY.—Operations on this line are now far advanced. Workmen have been some days on the section from Seggieden to Barnhill, and it is supposed the latter will be the terminus, on the Perth side, for this season at least. Great exertions are making to have the line opened this autumn, in time for the Caledonian hunt and Perth races.—*Perthshire Courier.*

IRON WAR-STEAMERS.—In the House of Commons, on Thursday evening, Mr. WAWN, in conformity to notice, asked the Secretary to the Admiralty, how many iron war-steamers were being built? Also, whether any experiments had been tried as to the effects of cannon shot upon iron vessels, and if those experiments had been satisfactory or not? And lastly, whether the Government intended to persevere in building iron war-steamers?—Mr. WARD in reply, said that there were at present 16 iron war-steamers in commission, including the Dover mail-packets; there were four other iron steamers ready, not in commission, including the *Birkenhead*, of 1400 tons, and 556 horse-power; and that there were seven other iron steamers building, of which one the *Simoom*, was 1953 tons, and 780 horse-power. As there had been only one experiment made of the effects of shot upon iron steamers, it would be highly improper to pronounce any opinion upon that subject; and, in reply to the hon. Member's last question, he begged to say, that the Board of Admiralty would be extremely cautious in giving any new orders; at the same time, nothing determinate has been resolved on in this respect.

BREACH OF CONTRACT.—J. Richards and William Wheatly, two workmen at Messrs. Losh, Wilson, and Bell's Iron-Works, at Walker, on the Tyne, were brought before the sitting magistrates, at Newcastle, on Saturday last, charged with having left their employment, and thereby broken their contract. The men are Welshmen, and, after being brought from Wales, were bound by written contract to attend a furnace—night and day shifts; but, after working a few weeks, they, without assigning any reason, decamped, leaving the furnaces unprotected, by which they were considerably injured. Owing to the frequent desertion of men, the complainants were determined to make an example of the above delinquents; and, after obtaining warrants, brought them back from Wales—their only object being to convince them, besides the other workmen in their establishment, that they could not leave their employment at any time, to the great injury of the works. The bench were about to commit them to prison for three months each; but, at the intercession of Mr. Bell, jun., who appeared on their behalf, the sentence was commuted to 14 days.

DISCOVERY OF A NEW SEAM OF COAL.—On Monday last, rejoicings on an extensive scale took place at Talk-o'-th'-Hill, to celebrate the discovery of a new and valuable seam of coal upon the estate of R. E. Heathcote, Esq., situated in that parish. The coal is called the Bamford coal, and workmen had been employed in search of the vein for the last 24 years. It was finally discovered about 300 yards from the surface, underneath a bed of stone, about 25 ft. in thickness. This source of additional wealth to the proprietor, and additional employment for the working classes, is a matter of sincere congratulation; and the "find" was accordingly publicly notified by the roasting of a whole sheep, and the hind quarter of a fine ox; these substantial, with a barrel of "October," were distributed to the workmen and the tenantry; *feux de joie* were discharged, and the greatest enthusiasm and goodwill prevailed throughout the day.—*Staffordshire Mercury.*

THE PREVALENT DISEASES OF THE SEASON CURED BY HOLLOWAY'S PILLS.—Persons finding themselves the least out of order, should take 10 of these pills immediately—no matter the hour—as they directly act on the liver, stomach, and bowels; and in so searching and effectual a manner, that bowel complaints are soon stopped.—At the same time correcting any disorder of the liver or stomach; thus it is that officers, or others, from or in the East or West Indies, derive such immense benefit from this fine medicine, which invigorates impaired constitutions—inducing feelings of youthfulness and energy. The same cures the Earl of Althorpe of a liver and stomach complaint.—These medicines are sold by all druggists, and at Professor Holloway's establishment, No. 214, Strand, London.

STEAM TO INDIA VIA EGYPT, MALTA, ITALY, ALEXANDRIA, AND THE PENINSULAR PORTS.

PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.
 The Peninsular and Oriental Steam Navigation Company BOOK PASSENGERS for CEYLON, MADRAS, AND CALCUTTA direct, by steamers leaving Southampton on the 20th, and for Alexandria, en route to Bombay, on the 1st of every month.

A steamer from Southampton leaves the 1st and 20th of every month for Malta, whence are steamers to Naples, Genoa, Civita Vecchia, three times a month.

STEAM TO COCHIN, GOMBAY, VIGO, LISBON, CADIZ, AND GIBRALTAR.
 A steamer leaves Southampton on the 17th, 17th, and 27th of every month.

Apply at the Peninsular and Oriental Steam Navigation Company's offices, 51, St. Mary Axe, London, where only passages can be secured throughout.

STEAM COAL—WITHOUT SMOKE, as per experiments made at her Majesty's Dockyard, Woolwich.

CAMERON'S COALBROOK STEAM COAL, AND SWANSEA AND LOUGHOR RAILWAY COMPANY.—(Completely Registered and Incorporated.)

OFFICES—2, MOORGATE-STREET, LONDON.

The directors are now prepared to supply steam ship companies, manufacturers, shippers, and others, with the company's steam coal, either at the company's wharf at Swansea, or in London. A statement, showing by comparative trial the superiority of this coal for steam purposes over every other, and a scale of prices, may be had on application at the company's offices here, or at their wharf at Swansea.—March 18, 1846.

CAMERON'S STEAM COAL AND SWANSEA AND LOUGHOR RAILWAY COMPANY.

Notice is hereby given, that the DIVIDEND for the quarter ending on the 24th June last, will be PAYABLE on and after Wednesday, the 26th inst., at the office of the company here. By order of the board of directors, 2, Moorgate-street, London, August 10, 1845. A. C. HOWDEN, Secretary.

IRISH WASTE LAND IMPROVEMENT SOCIETY.

Notice is hereby given, that the next HALF YEARLY GENERAL MEETING of Shareholders of this Society will be held at the King's Head Tavern, in the Poultry, London, on THURSDAY, the 27th of August next, at one o'clock in the afternoon, precisely, in conformity with the provisions of the Act of Incorporation.

By order of the Committee, 5, St. Mildred's-court, Poultry, London, July 30. FREDERICK FRY, Sec.

IMPORTANT TO RAILWAY COMPANIES.

PATENT KAMPTULICON COMPANY, 18, CORNHILL.

This company having completed their new factory, are prepared to supply railway managers and contractors with an elastic material (perfectly non-absorbent) to place between the rails and sleepers, and between the frames and bodies of carriages, to prevent jarring, and, consequently, wear and tear. The elastic planking is strongly recommended to be used for the backs and sides of carriages, to prevent accidents when accidents occur.

By order of the board, P. G. GREVILLE, Secretary.

WANTED TO PURCHASE, OR BORROW, for five months,

A SECOND-HAND EXHAUSTING AIR-PUMP, of 18-inch or 24-inch diameter, with frame complete.—Apply to "C. V.," No. 8, John-street, Cambridge-heath.

ATMOSPHERIC RAILWAY.—A full-sized MODEL OF

CLARKE AND VARLEY'S PATENT RESILIENT TUBE ATMOSPHERIC RAILWAY IS NOW BEING WORKED, at 8, JOHN-STREET, CAMBRIDGE-HEATH. Five Gentlemen interested in railways, engineers, and scientific men, are particularly requested to examine for themselves.

* John-street is about two miles from the Bank—omnibuses run to and from every quarter of an hour.

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The PRINCIPAL FEATURE and ADVANTAGE of THIS IMPROVEMENT is—

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3. It takes the LEAST possible SPACE, and is well adapted for air and water-pumps, as it allows of a larger water-way.

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Models may be seen at the Salford Iron-Works, Manchester; at W. Barker's, engineer, Newton-Moor; and also at J. Mather's, engineer, Beaufort-street, Chelsea, London.

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The intrinsic value of this fuel has been established by the authorities of her Majesty's Dockyards, by reports from a commission appointed by the French Government at Cherbourg, from Genoa, Naples, Egypt, Valparaiso, and various other places.

The cost of Bell's Patent Fuel, free on board, at Port Talbot, in the Bay of Swansea, South Wales, is 15s. per ton.

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The PATENTEES have just completed their arrangements for the introduction of this

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The surface to which it is to be applied needs no preparation, but to be clean and free from dust. It matters not whether the walls be wet or dry, its adhesiveness being such that it will cling to any surface—brick, stone, slate, tile, or Roman cement, and may be MADE OF ANY TINT or COLOUR, to suit the taste of the consumer—its present colour being that of a light creamy, or stone, colour.

To Roman cement it may be applied the day after it is put on the walls, and one small cask will cover a moderate-sized house.

It is particularly calculated for country houses, villas, &c., from its permanency and pleasing effect; also for lodges and entrances, as it does not absorb moisture; and, consequently, will preserve the walls as effectively as any cement.

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